

Vol. XXI No. 85 (July - September 2008)
The Stutz Club, Inc.
William J. Greer, Editor
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Indianapolis, IN 46256

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www.stutzclub.org

Announcements

Hershey Get Togethers

✓ Thursday eve, October 9, 2008

The Club will enjoy a delicious buffet at 7 p.m. at the Holiday Inn East Harrisburg. Price is \$30. Call Mike Barry, VP Membership at 330-730-9498 for reservations.

✓ Friday at 3 p.m., October 10, 2008

Ernie Toth, Jr. will host us at his Space CN59-60 for our get-together on the field

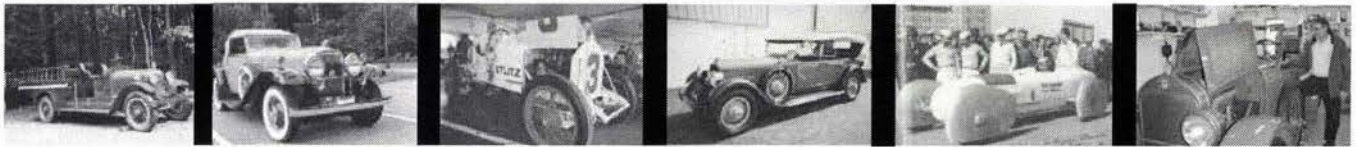
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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



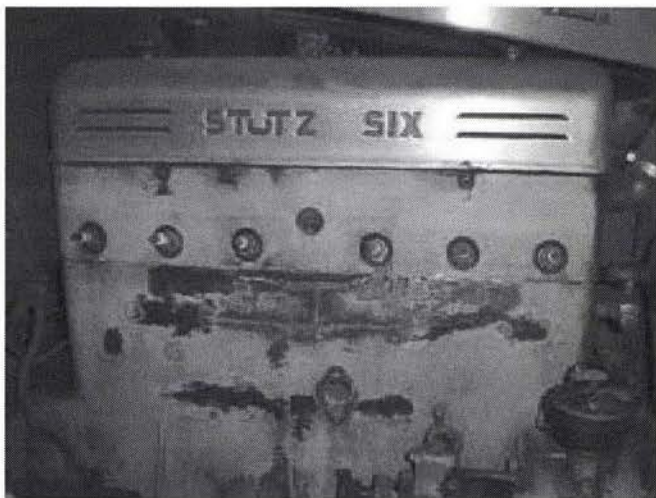
Lucy's Long Journey – Part 2

by Dan DiThomas

Lucy is a Model 6-93 Stutz Roadster S/N 2631 born in Indianapolis, IN with a Speedway Six engine number 14489 sometime in late 1924 or early 1925. This is the continuing story of Lucy's long journey from the assembly line at 1060 N. Capital Ave, Indianapolis, IN to the garage of Dan and Mary DiThomas at 5795 O'Connell Court, Dublin, OH on March 1, 2007.

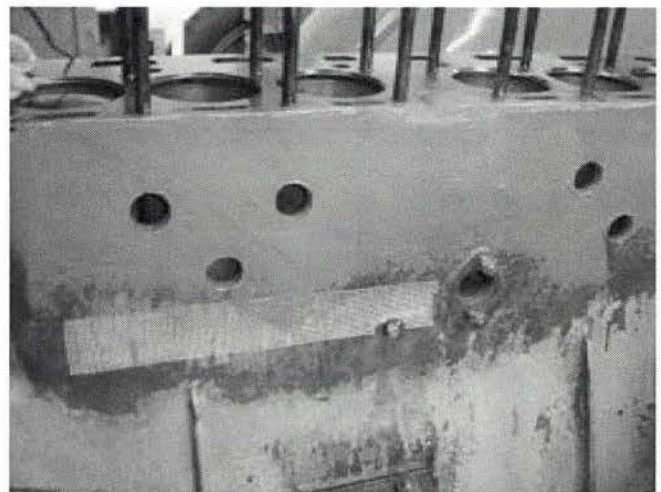
It is now July 7, 2008 and Lucy's engine has been started for the first time since her driving days ended with 19,580 miles on her odometer when one of the DiNovo mechanics forgot to drain the water from her engine block at the end of the driving season. During her winter stay in unheated storage, the water froze and cracked the water jacket on the water pump side of the block. When the problem was discovered in the spring, an attempt was made to repair the damage. The repair was almost successful but the block continued to seep water. The actual year of this event is not known but most likely occurred sometime in the late 1980's.

Original Water Jacket Repair Attempt



The first challenge was to attempt to repair the water jacket to stop the leaks. The original attempt to

weld the cracks by DiNovo was not successful leaving several leaks and some hair line cracks. After consulting with the local cast iron engine repair shop in town and considerable hand wringing, we decided to try a high tech epoxy approach. This approach was taken in order to avoid taking the engine apart and risking warping the block in an attempt to braze the leaks.



Engine Water Jacket Repaired with Devcon Epoxy

I cleaned the area around the cracks and used a Magnaflex product to find all of the cracks. I contacted the Devcon technical department to explain my situation and get their suggestion on the best product to apply. They recommended their Devcon Titanium Filled Epoxy. I applied the Devcon and the water leaks were sealed.

The next challenge was to clean the scale and rust from pieces as large as a quarter to as fine as talcum powder from the engine water jacket. It may be hard to see from the photo but the water chambers at the front and rear cylinders were completely blocked. We used a non-acidic rust dissolver, a pressure washer, and a small flexible magnet. After many hours, mostly with the magnet, we managed to get all areas of the water jacket opened.



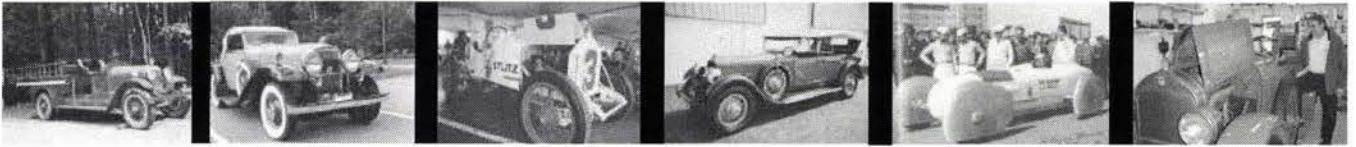
Dan DiThomas with Lucy in her New Home March 1, 2007

Rust and Scale in the Block

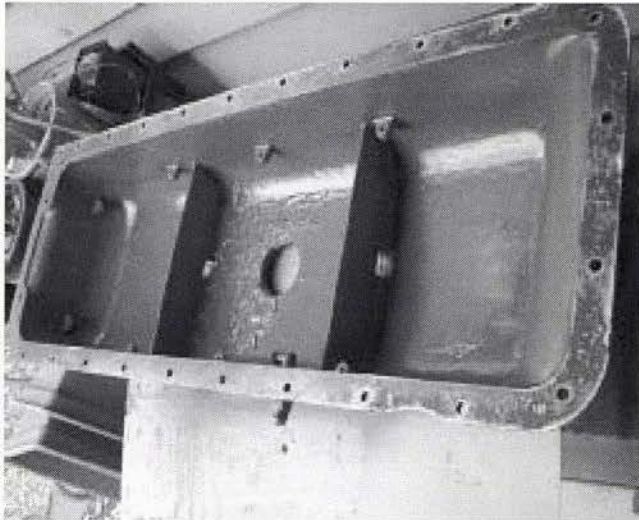


Clearing Rust from the Head





We then used the same method to clean the scale and rust from pieces as large as a dime to as fine as talcum powder from the head water jacket. After many hours, mostly with the magnet, we managed to get all areas of the head water jacket opened.



Oil Pan without the 2" of Sludge

The next thing we did was remove the oil pan to take a look at the bottom end of the engine to see if any work needed to be done. The crank, rods, cylinder walls, and chain all looked great so the only jobs were to clean 2" of sludge from the bottom of the oil pan, make a new pan gasket, seal the inside of the pan, and figure out how to stop the drain plug from leaking.

I found and purchased two head gaskets so we took the head off to see how things looked. The head was in very good condition and the rocker shaft and lifters also were found to be in good condition. I lapped the valves and put it back together.

I cleaned the Stromberg O-3 carburetor and was careful not to disturb any adjustments. There was a fair amount of dirt and hard stuff in some of the passages. The float and fuel needle and jet were in good shape so I replaced all of the fiber washers and put it back together.



Head Removed for Valve Lapping

We had a few small leaks in the radiator and again turned to a high tech solution and patched the leaks with Devcon and fiberglass tape. We were luckier than smart and stopped all of the leaks. This is a temporary fix since we intend to replace the core with a veneered core when the time comes.

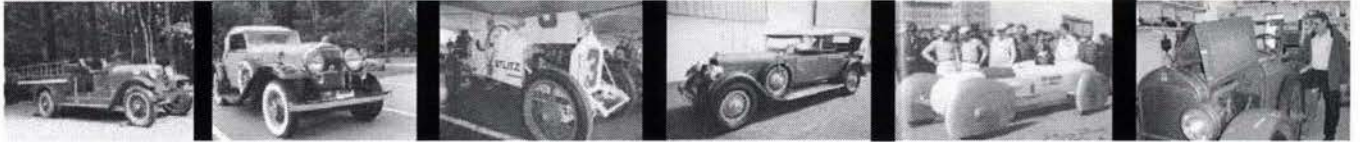
We have two issues with pot metal deterioration that need to be addressed. The generator end housing has started to fall apart and the distributor body is showing signs of deteriorating.

After rigging a small gas tank and buying a really big 6 volt battery, we started Lucy's engine. The engine fired off and idled nicely with good oil pressure. It was an exciting moment to hear that wonderful engine come to life.

We will now get some new tires, check the brakes, put the seat back in, and try to drive her around the block.

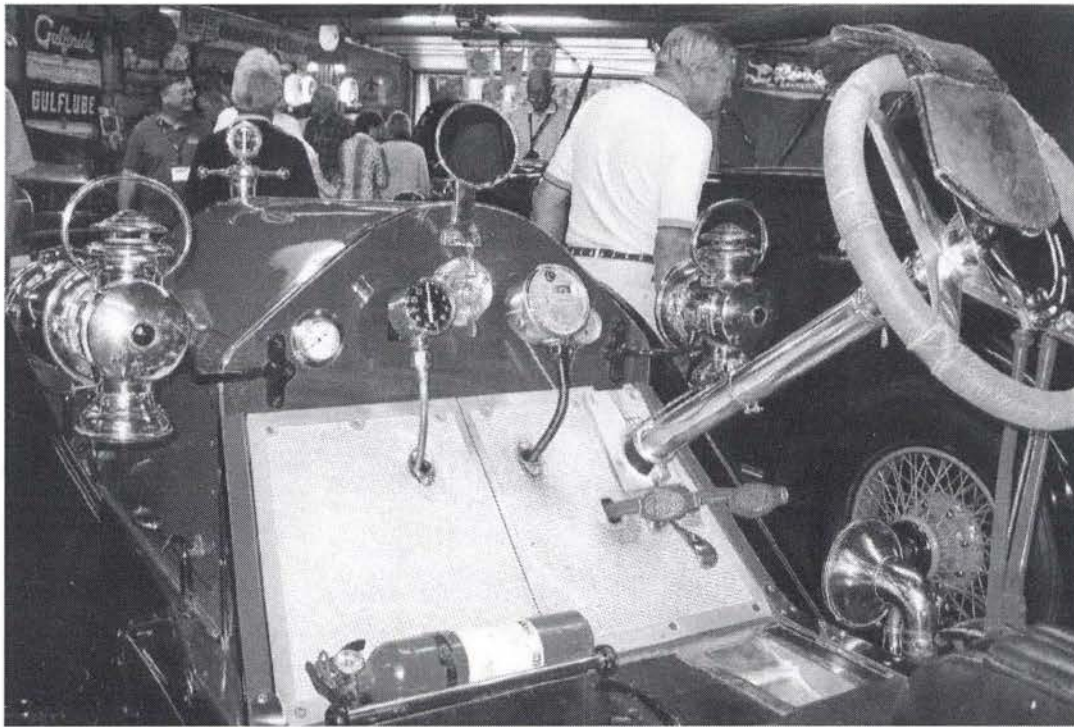
Our goal is to have Lucy in good enough condition to take to the 2011 Stutz anniversary celebration.

Ed. Note: The Stutz 100th anniversary celebration may begin in the summer of 2010 so do consider working overtime.



***Stutz at CCCA Grand Classic - July 9 -12, 2008
held at New Hampshire White Mountains***

photos by Bobbie 'dine Rodda



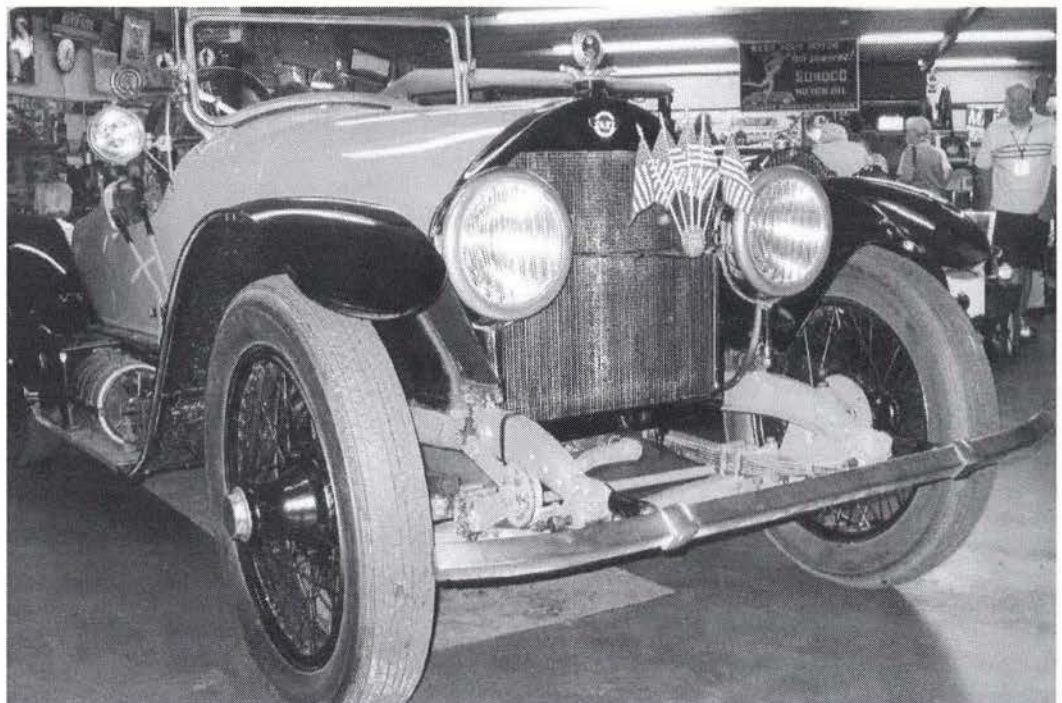
Member Robert Valpey (No. 402) hosted the attendees at his premier collection in Center Harbor, NH on Friday afternoon July 11, 2008.

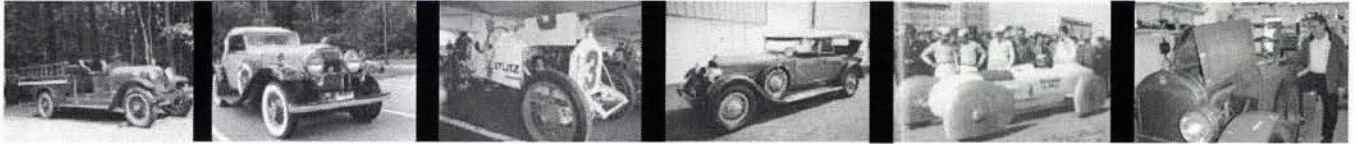
Bob's fine collection includes two Stutz Bearcats (both very original).

The photo (left) captures the passenger view of the Valpey's 1912 Stutz Model A Bearcat. Your editor can attest to the thrill one gets as a

passenger going down the road.

At right is the 1918 Stutz Series S Bearcat in yellow over black which was maintained in running condition by a previous Stutz Club member for decades.

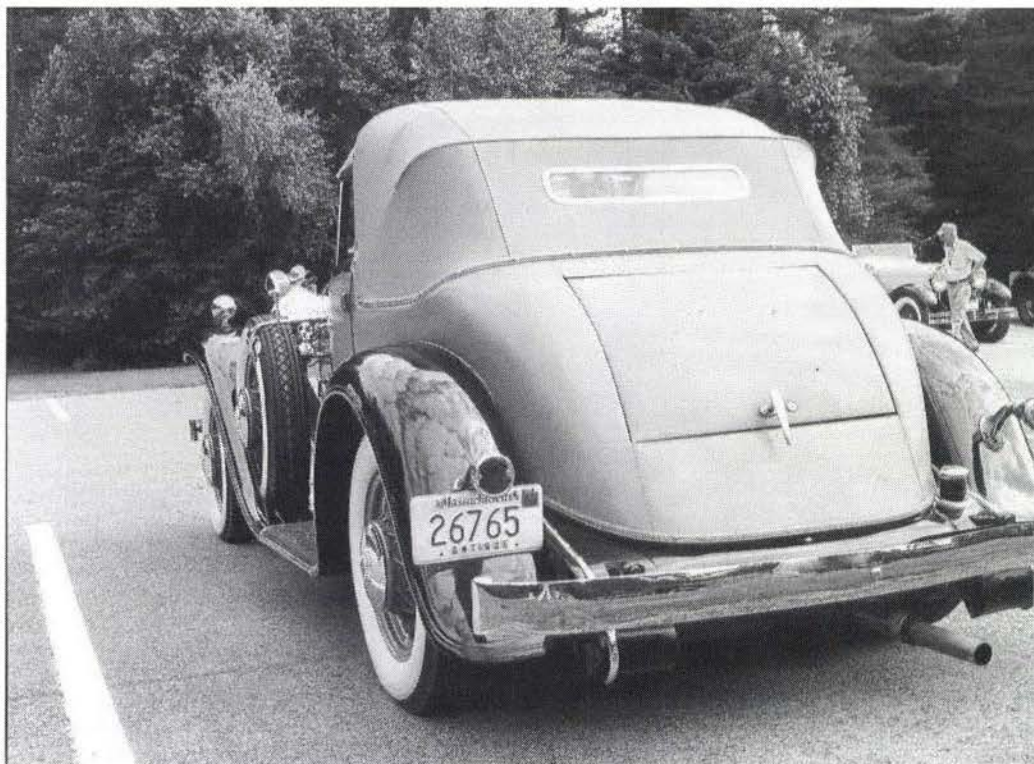




Member George W. Holman (No. 144L) acquired this rare 1932 DV-32 Stutz Super Bearcat from William B. Ruger Jr. (No. 711). The Weymann fabric/body is a heavenly blue with black trim.

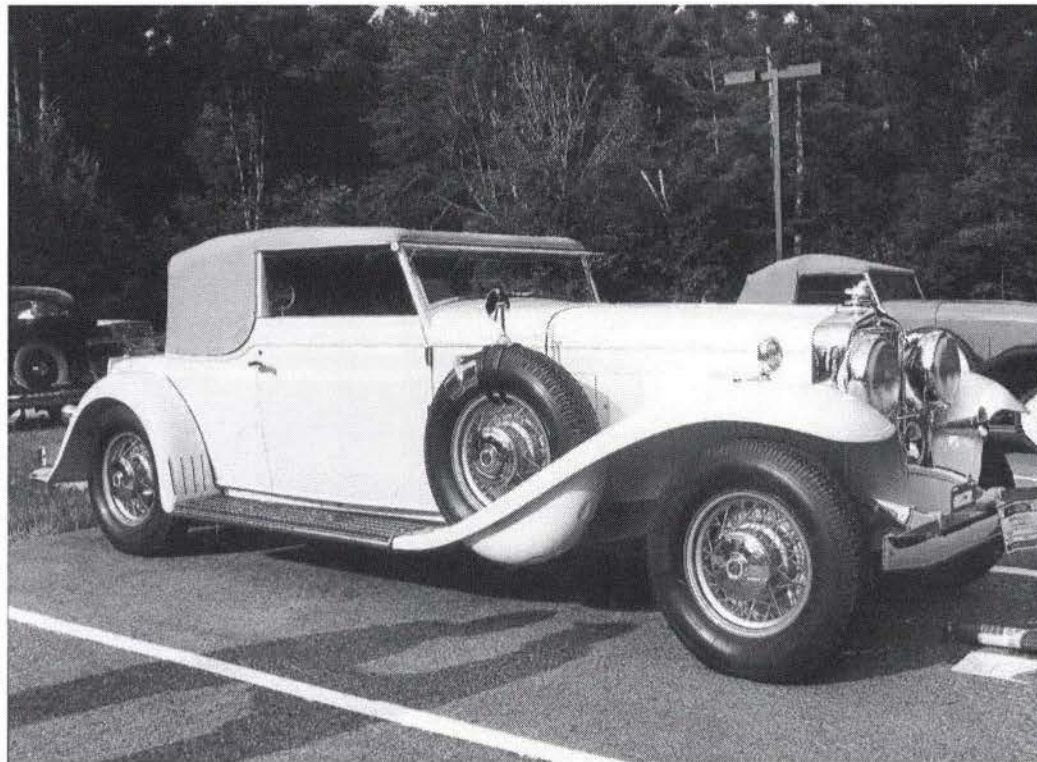
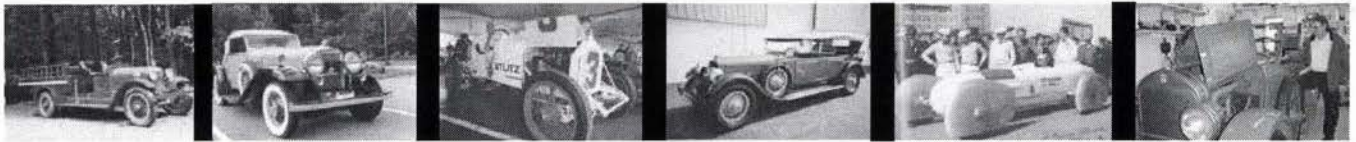
George entered his Super Bearcat in Exhibition Class so it was not judged at the Grand Classic.

The Super Bearcats were track-tested to guarantee performance of 100 mph.



Reportedly a total of nine (9) Super Bearcats have survived and we need someone to do an article on them for Stutz News.

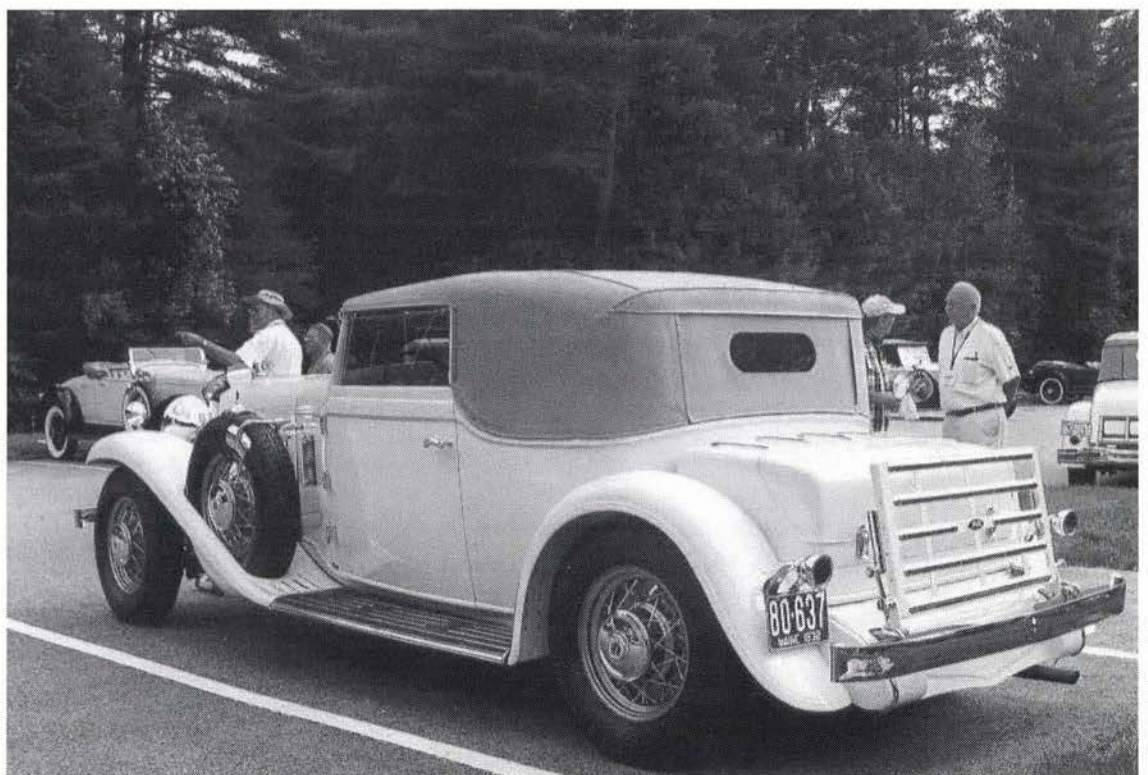
Please volunteer!

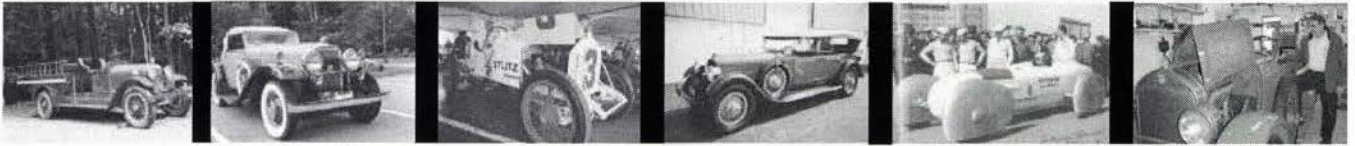


Member John H. Schiavi (No. 702) of South Paris, Maine entered this beautiful 1932 Stutz DV-32 Convertible Victoria by Rollston in the to be judged category.

The CCCA judges awarded this rare Stutz 100 points and 1st place in its category. One other Stutz of this description is listed in the directory by member John B. Greenleaf (No. 357) of Oxford, ME. A third Rollston Conv. Victoria on a 1933 DV-32 chassis, a "best of show" Stutz, is owned by member Andy Simo of Riverside, IL.

The convertible Victoria body style is very appealing from any angle and we are fortunate to have excellent examples in the Club of both the Rollston and the Waterhouse coach builders.





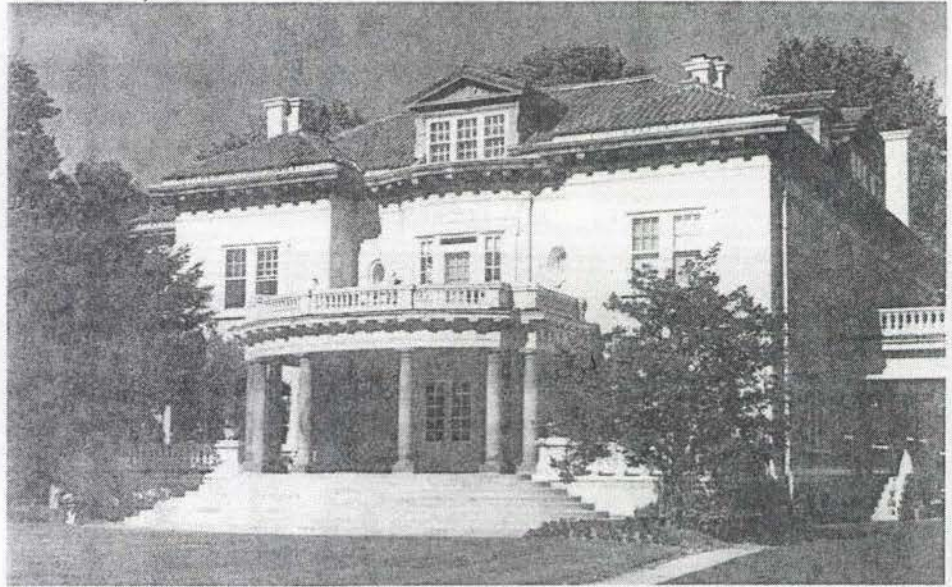
Clippings of Note

Henry F. Campbell (1882-1936)

Revisited

by Bill Greer

The following article on the Campbell mansion published in The Indianapolis Star on June 23, 2008 prompted your editor to comment on Mr. Campbell's impressive role in the development of Stutz. We have many new members who were not aboard when the editor's article on Henry F. Campbell was published in Stutz News No. 44 of April - June 1998 from which the following details were extracted.



Andrew Hill

Front view of his mansion at 2550 Cold Springs Road, Indianapolis, IN is from Indiana Preservationist, September/October, p. 17

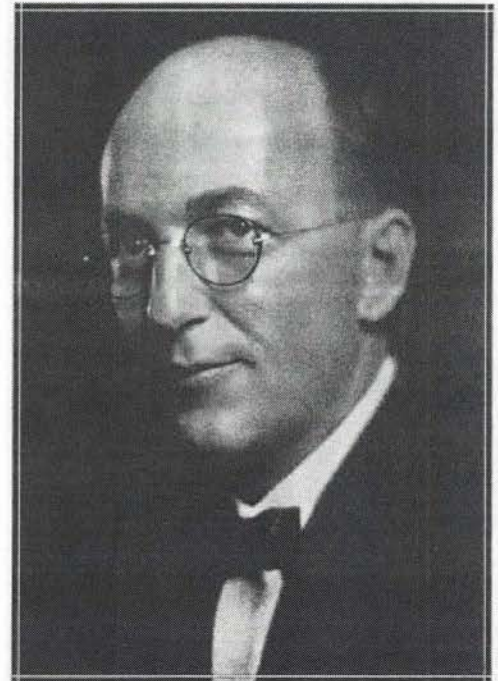
Photo of Mr. Campbell at right is from the book, Indianapolis Men of Affairs (1923), p. 100

You will find references to Henry Campbell in The Splendid Stutz, pages 15, 31, 32, 35, 36, 79, 83, 338 and perhaps others, which pertain to his involvement in various Stutz related companies.

- 1909 - Stutz Auto Parts Co. - Director & Financier
- 1911 - Ideal Motor Car Co. - President
- 1912 - Ideal Motor Car Co. - Secretary
- 1913 - Stutz Motor Car Co. of Ind. - Secretary/Treasurer
- 1916 - Stutz Motor Car Co. of America Inc. - Chairman
- 1919 - HCS Motor Car Co. - Treasurer
- 1919 - Stutz Fire Engine Co. Official/Director?

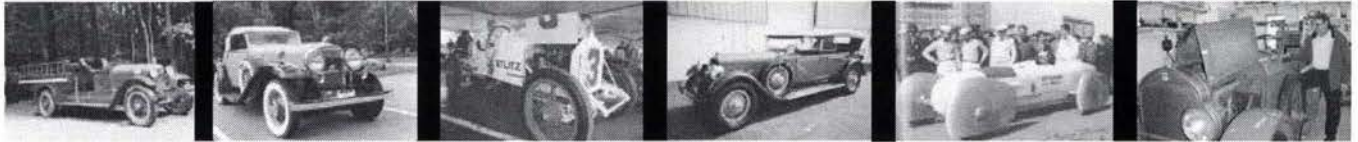
Henry Campbell and his father had financial interests in the Overland Automobile Co. and the Marion Motor Car Co. where Henry came into association with Harry Clayton Stutz.

The Campbell mansion sits on 5.66 acres and is faced with cream colored brick and glazed terra cotta trim the same as all the other Stutz buildings.



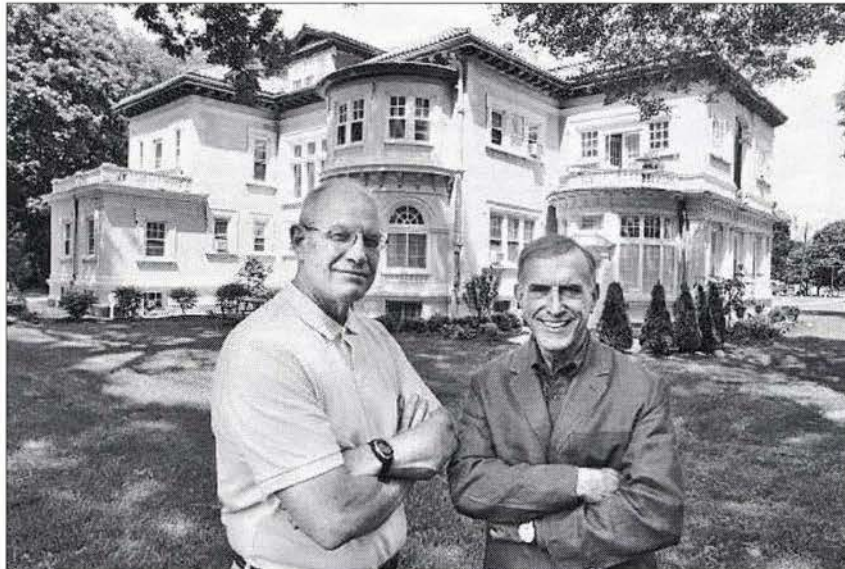
HENRY F. CAMPBELL

Photograph by DeWolfe



"People are looking for smaller, more secure communities. Yet they want to be in proximity to their lifestyle, and in our case that's Downtown with the hospitals and universities."

Butch Albea, property manager for Mansion Row Apartments



JAMES YEE / The Star

PROJECT PRINCIPALS: Mansion Row Apartments developer Mike Owen (right) and Charles "Butch" Albea, property manager, stand before the old mansion building. Two new apartment buildings adjoin the grounds of the mansion, which has 10 apartments of its own.

Stately, yet sprouting

Apartment project near historic mansion flourishes

By Ashley Petry
Star correspondent

Rising gas prices and falling home values are good news for Mansion Row Apartments, a development that incorporates the historic Campbell mansion on Cold Spring Road. The complex has signed leases for 100 percent of its 39 units, including 26 it finished earlier this year in two new buildings and a renovated stable.

Based on that success, developer Michael Owen already has launched the second phase of the \$8 million project, which will add two more identical 12-unit buildings by the end of this year. "Frankly, the demand has exceeded our expectations, in part for reasons beyond our control," Owen said. "Apartments are much more attractive to people."

The residents — mostly graduate students and young professionals — are drawn to the apartments' historic character and quiet neighborhood, which is home to Coffin Golf Course, Marian College and a Carmelite monastery.

"I think people are looking for smaller, more secure communities," said Butch Albea, property manager. "Yet they want to be in proximity to their lifestyle, and in our case that's Downtown with the hospitals and universities."

Kevin Hitchen said he chose his apartment in one of the new Mansion Row buildings because it was affordable and pet-friendly and offered easy access to both Downtown and the Northside.

The investment analyst, who graduated this year from Butler University, is saving money by riding his bicycle to work in the Chase Tower Downtown.

"I didn't think about commuting before," he said. "There's really no

MANSION ROW APARTMENTS

» **DEVELOPER:** Michael Owen, a Carmel attorney and administrative law judge.

» **DEVELOPMENT FOCUS:** Historical properties in the downtown area.

» **OTHER PROJECTS:** Parkway Apartments, a \$20 million development at West 16th Street and White River.

» **LOCATION:** 2550 Cold Spring Road, Indianapolis.

» **HISTORY:** Work on the Campbell mansion was started in 1916 and completed by a different owner in 1928. It was converted to apartments in 1942.

» **NUMBER OF CURRENT UNITS:** 39, including 10 in the Campbell mansion.

» **NUMBER OF UNITS UNDER CONSTRUCTION:** 24 units in two new buildings.

reason not to. It's only about a 20-minute bike ride."

Henry Campbell, then a top executive with the Stutz Motor Co., started construction on the Campbell mansion in 1916. Work was suspended during World War I, and Stutz encountered financial troubles soon afterward, so Campbell never lived in the mansion that bears his name.

Construction was completed by a new owner in 1928. By 1942, however, the mansion had been converted to apartments.

In 1993, the Historic Landmarks Foundation of Indiana completed a survey of the five-acre property, rating it as "outstanding."

That rating is the highest of a four-tier system that considers a site's architectural and historical significance, and it earned the Campbell mansion a spot on the National Register of Historic Places.

"What it says is that this is an important historical structure in Indianapolis," said Mark Dollase, vice president of preservation services for the foundation.

When Owen purchased the property in January 2006, he preserved the historic character of the 10 apartments within the mansion. Many of those units have fireplaces and private balconies, and they have retained their high ceilings, original hardwood floors and cabinetry and plaster walls.

The new buildings mimic the Campbell mansion's Renaissance Revival architecture. The units are about 1,100 square feet, with two bedrooms and two bathrooms. Rents are \$955 for downstairs units and \$975 for the slightly larger upstairs units.

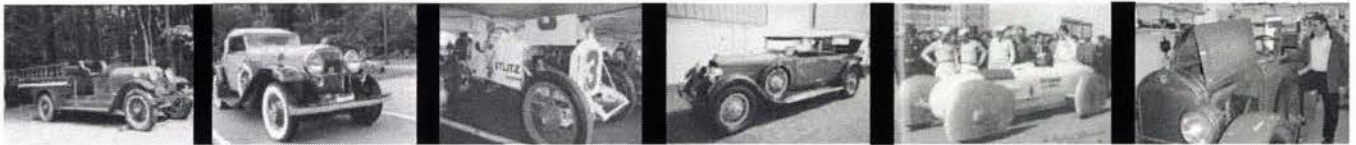
Owen said he also tried to preserve the site's green space, opting to construct 10 fewer units than zoning approvals would allow.

"We want to preserve the beautiful nature of the setting," he said. "I think Cold Spring Road is a marvelous street (and) is worthy of preservation as it used to be 100 years ago."

Owen also is developing Parkway Apartments, a \$20 million, 192-unit project at West 16th Street and White River. That site is home to a historic barn and farmhouse, which Owen plans to relocate rather than incorporating them into the project.

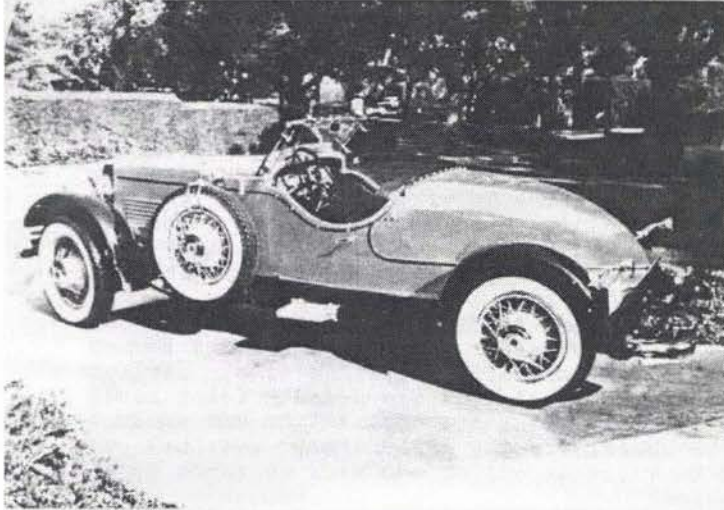
As interest grows in Downtown residential development, the Campbell mansion isn't the only historic home to find a new purpose. The 1890 Rink mansion, at 21st and Meridian streets, has been converted into seven condominium units as part of the Meridian at 21 development.

Two of those condominiums remain available, said Mike Couch, a real estate agent with Sycamore Group, which is marketing the property.



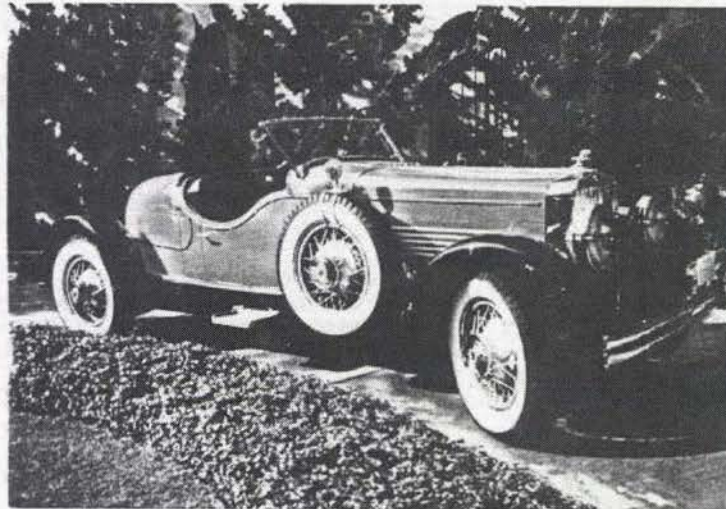
Clippings of Note

1930 Model M Torpedo by LeBaron



This sparkling speedster is owned by Mr. Robert J. Gottlieb of Beverly Hills, California. I wish I could show it in color as it is a bright fire engine red with black fenders. It is part of a very choice collection of automobiles. I have been 'invited down,' and I hope to show more pictures of this car in another issue.

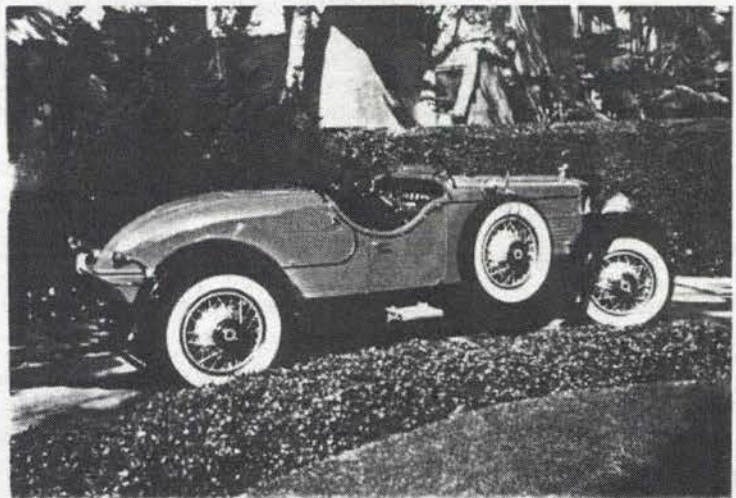
Ed's Note: This page clipped from member David W. Braun's (No. 155) Stutz Newsletter, 1985, Vol. 1 No. 2. Who owns ex-member Gottlieb's Stutz today?

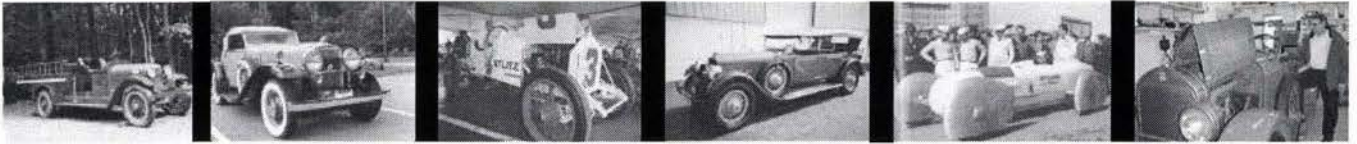


The car's numbers are

M8-28-SY-90H
31797HC

The car originally turned up in the 1950's, sold by Johnny Sellinger. It passed through several collections before purchased by Mr. Gottlieb. Does anyone have data on it prior to 1950?





Clippings of Note

2008 Glenmoor Gathering to Feature Porsche, a "Unique Look" at General Motors' 100 Years, the Centennial of the Ford Model T—and More!

The 2008 Glenmoor Gathering will have two special "features." One will be the legendary Porsche. On display will be unique examples of the marque, including the only two surviving pre-production 911's plus a Porsche 356 training chassis. International Porsche authority Karl Ludvigsen will be on hand.



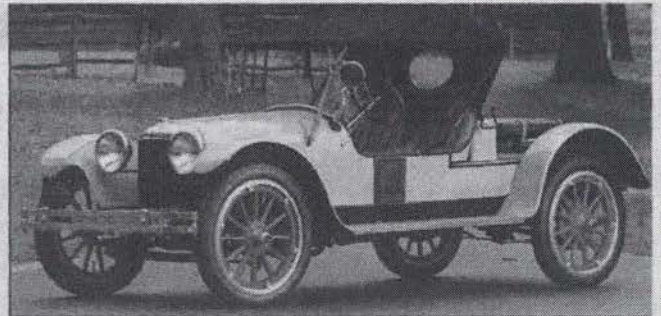
1951 Porsche 356 Glaser cabriolet - Brett Johnson, Indianapolis, IN

The other 2008 feature will be "A Unique Look at 100 Years of General Motors." Grand Marshall head of General Motors design department,

"We expect to have many of the not-so-familiar GM vehicles, including some that won't be familiar to many car collectors," said David Schultz, executive director of the event, "including Cartercar, Elmore and Scripps-Booth automobiles, Reliance and Rapid trucks, Samson tractors, Yellow Coach and foreign makes such as Holden, Opel and Vauxhall."

The 2008 Glenmoor Gathering will also include these special displays:

- Centennial of 'The Universal Car,' the Ford Model T. We'll have a group of significant Model T's plus demonstrations on how to drive this unique automobile and the Canadian Model T Assembly Team will appear;



1915 Oakland type 37 roadster - Fred Guyton, St. Louis, MO

- A special grouping of "woodie" automobiles, featuring a variety of body styles from several different manufacturers and eras;
- A tribute to Alice Ramsey, the first woman to drive an automobile across the United States, making that trip in 1909;
- More than 225 vehicles in total will be on display, including vintage domestic and foreign automobiles (pre and post-war), sports cars, motorcycles, commercial vehicles, modified and custom cars, and hot rods.

More than 4,500 people attended last year's event, which included more than 250 invitation-only vehicles from throughout the United States. The weekend activities include a countryside tour, cocktail party and gala dinner, cooking demonstrations, a junior judges program and other family activities.

For more information on this year's concours and weekend event schedule, visit the Glenmoor Gathering web site at www.GlenmoorGathering.com or call (330) 966.3600.

SPECIAL ADVERTISING SECTION

THE FOURTEENTH ANNUAL CONCOURS D'ELEGANCE

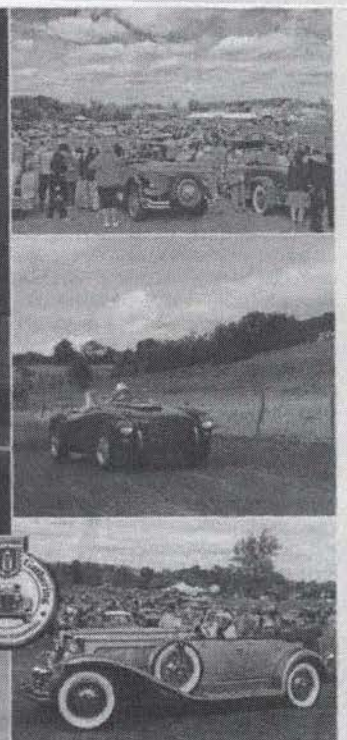
GLENMOOR GATHERING

OF SIGNIFICANT AUTOMOBILES

The 2007 Glenmoor Gathering Best in Show award winner: a 1935 Stutz DV32 Rollston Convertible Sedan, owned by Andy Simo of Riverside, Illinois

September 12-13-14, 2008

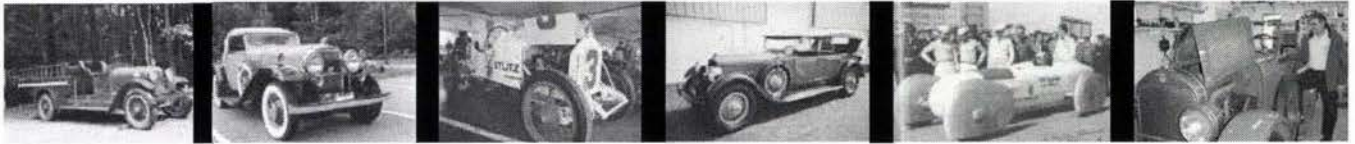
For more information about the Glenmoor Gathering of Significant Automobiles at Glenmoor Country Club contact: David W. Schultz, Executive Director • Glenmoor Gathering, 4191 Glenmoor Drive N.W. • Canton, OH 44718 330.966.3600 or 330.904.6289 • email: dschultz@glenmoorccc.com • www.glenmoorgathering.com



www.oldcarsweekly.com ■ 25

Ed's Notes: This clip is from the March 13, 2008 issue of OLD CARS. It brings back memories of the great day the club enjoyed at the Glenmoor Gathering in 2007. Two Stutz News/July - September 2008

Stutz Club members are mentioned in the clip; Andy Simo (No. 591) and Fred Guyton (No. 163).



Clippings of Note

16

September 1, 2005

OLD CARS

Pak-Age-Car a humble end to ACD production

Story and photos by Phil Hall

The last complete motor vehicle produced by the remnants of the Auburn Cord Duesenberg empire is unlikely to be on display at any concours d'elegance or gathering of Classic motorcars. It is a delivery truck — and a hand-me-down one at that.

The Pak-Age-Car was not a car at all, but a truck purchased by Auburn in 1936 and produced into 1941 to compete with several other light-delivery commercial vehicles in the tough market of building horse-and-wagon replacements.

Don't look for Auburn badging on the Pak-Age-Car, for most of them were sold and serviced through an agreement with Diamond T Motor Car Co. of Chicago, Illinois, and labeled as such.

Before ACD, however, the Pak-Age-Car did a bit of traveling.

An experimental Pac-Kar was produced in 1925 by Oldfield & Rowson of Chicago. It had wheels on each corner, an opposed, two-cylinder rear engine, and the driver had to stand up while operating it.

That led to the Pak-Age-Car Corp. (some sources say Package Car Corp.) of Chicago, which produced limited numbers from 1926 to 1932.

The Depression, and a limited distribution system, hurt production and led to Pak-Age-Car rights and tooling being sold to the Stutz Motor Car Co. in November, 1932. Stutz was winding down its car production and looking for a way to survive, a story that would be repeated.

Stutz made a few models under the first design, but production ceased in March, 1933, while Stutz and the Pak-Age-Car underwent changes.

Stutz added a Hercules four-cylinder engine, increased the vehicle's size, and resumed production in 1936. The company still declared bankruptcy in April, 1937, and headed for liquidation.

Meanwhile, ACD auto production was being shut down, and rights to the Pak-Age-Car were purchased from the remains of Stutz in August, 1938.

A subsidiary, Pak-Age-Car Corp., was set up, with production to be in a remaining plant in Connersville, Indiana. Auburn repowered the car with a 133.6-cid Lycoming four, which drove a Columbia rear axle. Both Lycoming and Columbia were owned by the Auburn Automobile Co.

At first, a 90-in. wheelbase Model 91 was offered, but soon after a 116-in. wheelbase Model 117 was added.

While the redesigned Pak-Age-Car was ready for market, there were sparse outlets for it — a problem that plagued both the original corpo-



There is no outward sign that this 1939 Diamond T Pak-Age-Car Model 91 was a product of the Auburn Automobile Co. It is owned by Milton Smazik, and was shown at the June, 2005, Divco Club of America Convention in North Aurora, Illinois.

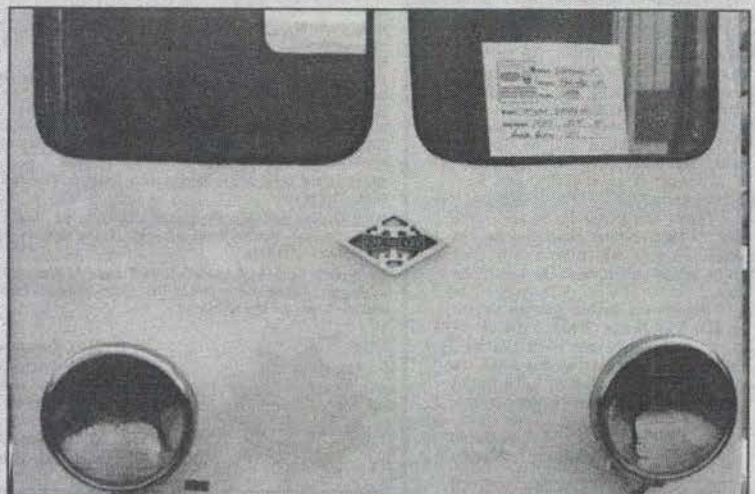
ration and Stutz. That was remedied in March, 1939, when an agreement was reached with Diamond T (the company had the extensive dealer and service network).

The Pak-Age-Car was not enough to keep Auburn from bankruptcy. The company did emerge, and became Auburn Central Manufacturing Co. in 1940.

In its final incarnation, the Pak-Age-Car was a moderate success (it is believed the majority of the 3,500 made came under Auburn ownership). Other factors caused the truck's demise in March, 1941.

With the U.S. heading towards war, defense contracts were far more lucrative than the soon-to-end delivery truck business. Auburn kept busy building jeep bodies for Willys and Ford, along with other military equipment.

Auburn Central changed its name to American Central in March, 1942, ending yet another connection to its classic heritage. It survived after the



Though it carries Diamond T badging, the 1939 Pak-Age-Car was the last complete motor vehicle built by the Auburn Automobile Co.

war fabricating appliances, among other products.

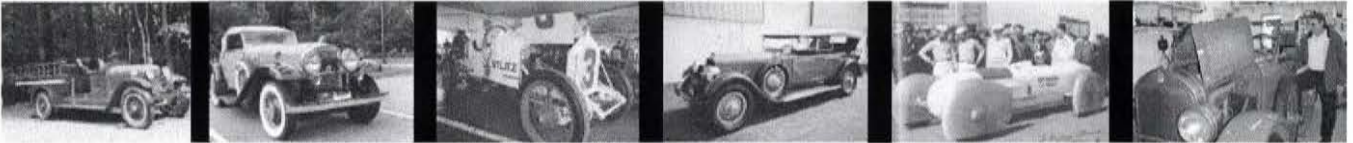
However, the last complete motor vehicles produced by Auburn had the

humble role of being used to deliver packages, and, in some cases, following in the footsteps (and byproducts) of horses.

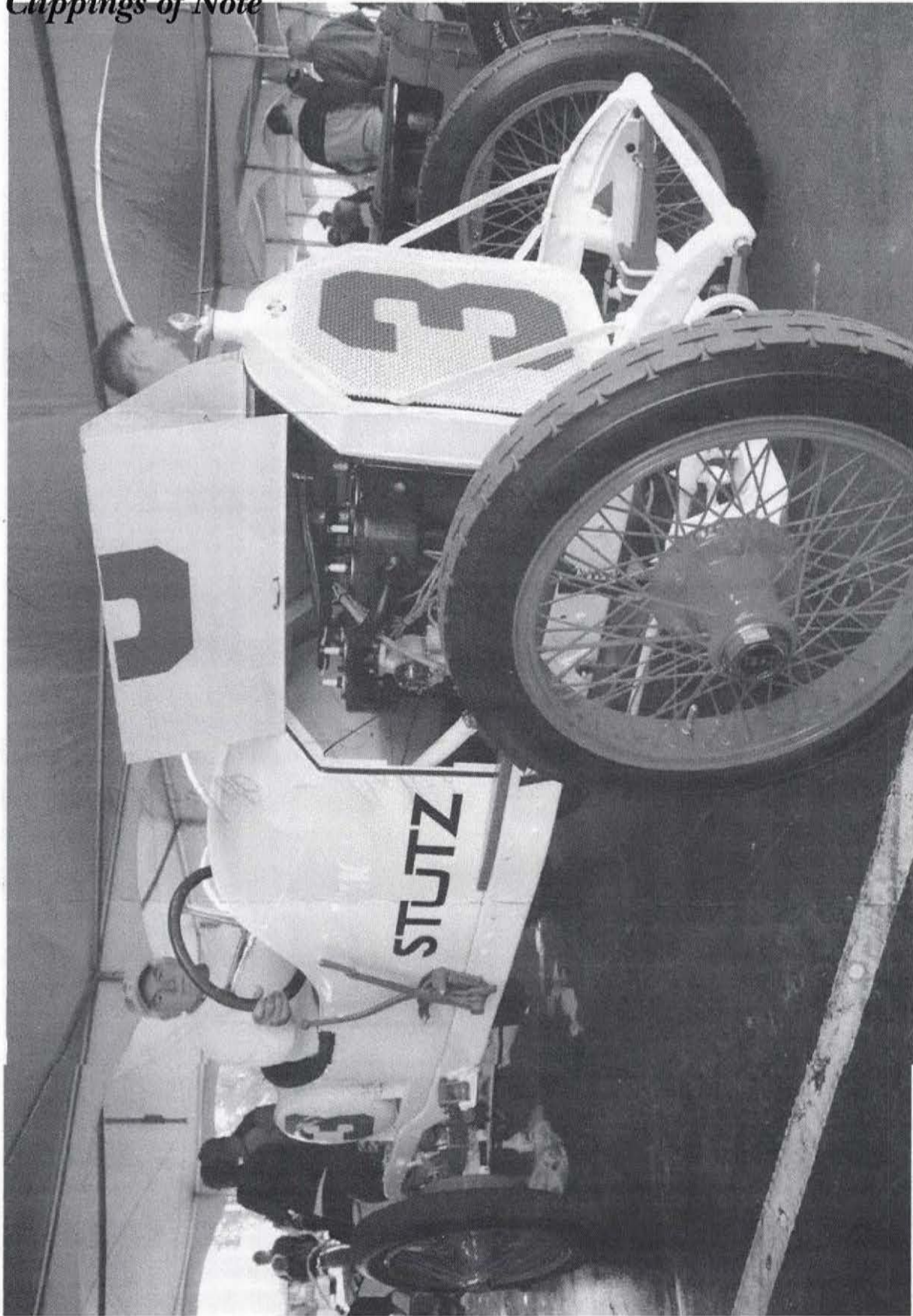
Ed's Note: Sometimes we forget that the last complete motor vehicle produced by the Stutz Motor Car Co. was also the Pak-Age-Car. Only a handful of these light delivery trucks produced by Stutz exist.

Fortunately member Turner J.R. Woodard (No. 367) 12

owner of the Stutz factory buildings has added a Pak-Age-Car to his collection and is giving it a cosmetic restoration. He acquired it from NATMUS, The National Automobile and Truck Museum of Auburn, Ind.



Clippings of Note



We are indebted to friend Fritz Frommeyer for this great photo of member John Griggs (No. 666) in his 1914 Stutz replica race car taken May 23, 2008 at the Indianapolis Motor Speedway.

Annual Stutz Artists show blossoms into big-time event

Unique building, diversity of works attract thousands to open house that started as small party 15 years ago

By **Scott Olson**
solson@ibj.com

What started as a cozy party with baby pools full of iced-down beer has matured into a serious celebration of the arts that attracts droves of supporters.

The downtown Stutz Artists Association will host its 15th annual open house April 25-26 at the historic Stutz Business Center, which houses the offices and studios of more than 70 painters, sculptors and photographers.

The two-day event drew roughly 7,000 visitors in 2007 and is expected to attract even more this year—quite a contrast from the few hundred who wandered through the first open house in 1994.

Organizers in fact think attendance could approach 10,000, due in large part to an aggressive promotional campaign that includes a larger presence on WFYI-TV Channel 20 and, for the first time, advertisements in local print media.

"It's the only event inside where you can see this many artists," said Jerry Points, the association's president. "There's nothing else like it in the state."

Artists bill the weekend as a unique opportunity for visitors not only to view and buy their work, but also to see where they create it. Artistic works will be on sale from \$12 to \$10,000. Acoustic music, food vendors and wine tasting also are part of

Stutz Artists Open House

Who: Stutz Artists Association

What: 15th annual open house featuring works of about 70 artists

Where: Stutz Business Center, 1060 N. Capitol Ave.

When: April 25-26

Expected attendance: 8,000

Tickets: \$10 in advance at Old National Bank or \$12 at the door

Source: Stutz Artists Association

the festivities that now warrant the assistance of an event coordinator and security guard.

Indeed, the open house has come a long way since its humble beginnings when a few dozen tenants agreed that opening the doors to their studios could boost business. Collectively, artists sold \$200,000 of their works last year.

"It was on a wing and a prayer," recalled Constance Scopelitis, a painter of oil portraits. "We went out and got a bunch of plastic baby swimming pools, put ice in them, and filled them with Budweiser. It was a great night."

Scopelitis has occupied her space for 17 years and is the sole survivor of the inaugural event. In the meantime, she's witnessed the open house evolve into a two-

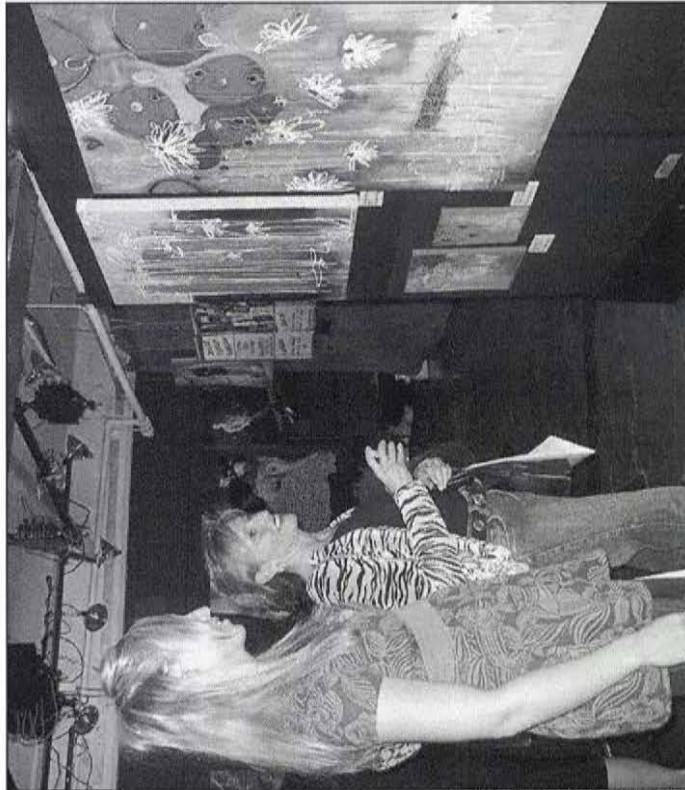


Photo provided by Stutz Artists Association

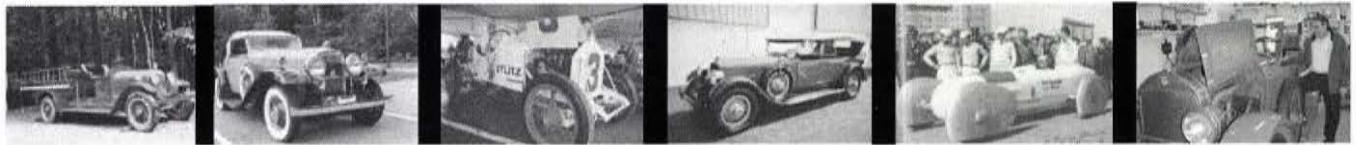
Visitors view a Gayla Hodson painting during a visit to the Stutz Artists Open House.

day celebration that boasts corporate sponsorship and charges admission. Tickets can be purchased in advance for \$10 at Old National Bank or \$12 at the door.

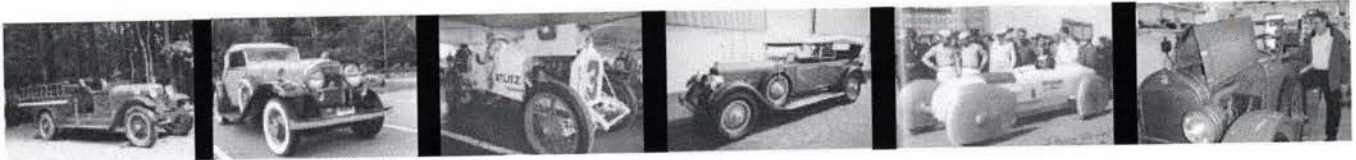
Proceeds support the Stutz Residency

Program, a scholarship that provides free studio space for a year to two emerging artists chosen through an application and screening process.

See next page



Clippings of Note



Continued from previous page

Space in the Stutz building is so coveted that Points now keeps a waiting list. Outside artists often inquire about how they can participate in the show, only to be disappointed upon learning it's open only to tenants.

Revenue from the event also has allowed artists to rent space on the first floor of their building and open the Stutz Art Space Gallery to display their work to passersby. The space includes new classrooms where member artists can teach and where the association can host out-of-town instructors.

None of that, however, may have been possible without the vision of Turner Woodard, who bought the building in October 1993, saving it from demolition. As a board member of Historic Landmarks Foundation of Indiana, he was invited to tour the building where the Stutz Motor Car Co. once manufactured the Bearcat and Torpedo Roadster.

Given his passion for cars and history, Woodard said he couldn't bear to see it destroyed. So he bought it and began renovating the historic structure.

Woodard immediately began trying to lease as much space as he could and targeted manufacturers and warehousing companies. But the leftover, out-of-the-way pockets of space that remained appealed to Scopelitis and other artists.

The Stutz secured its standing as a thriving artist colony in the late 1990s when the Faris Building on South Meridian Street displaced several painters to make way for Eli Lilly and Co. office space.

Today, the Stutz is home to more than 120 painters, sculptors, photographers, designers and artisans, in addition to corporate offices, advertising and architectural firms, and light industry and other commercial enterprises.

"People have had such a curiosity about this factory, but not many people have been inside," Woodard said. "You come in and see a place that is very unique, and you can also see where artists work."

Greg Charleston, president of the Arts Council of Indianapolis Inc., attributed the popularity of the open house to the depth and breadth of the artists and their work. The atmosphere in which patrons can roam

the halls is unique as well, he said.

"It is probably some people's only opportunity to see artists and gallery-types of work," Charleston said. "You never know where that will lead people who find the Stutz as a starting point for other arts opportunities in the city."

Stutz artists again will display works relating to a particular theme. Last year, the show featured Kurt Vonnegut; this year, it's the Beatles. Paintings, sculptures and whatnot of the Fab Four will be exhibited in the "car room" on the second floor. •

Ed's Notes: The Stutz factory buildings dating from 1911-1920 are a delight to tour and a will of course take a big role in the Club's celebration of the 100th anniversary of Stutz.

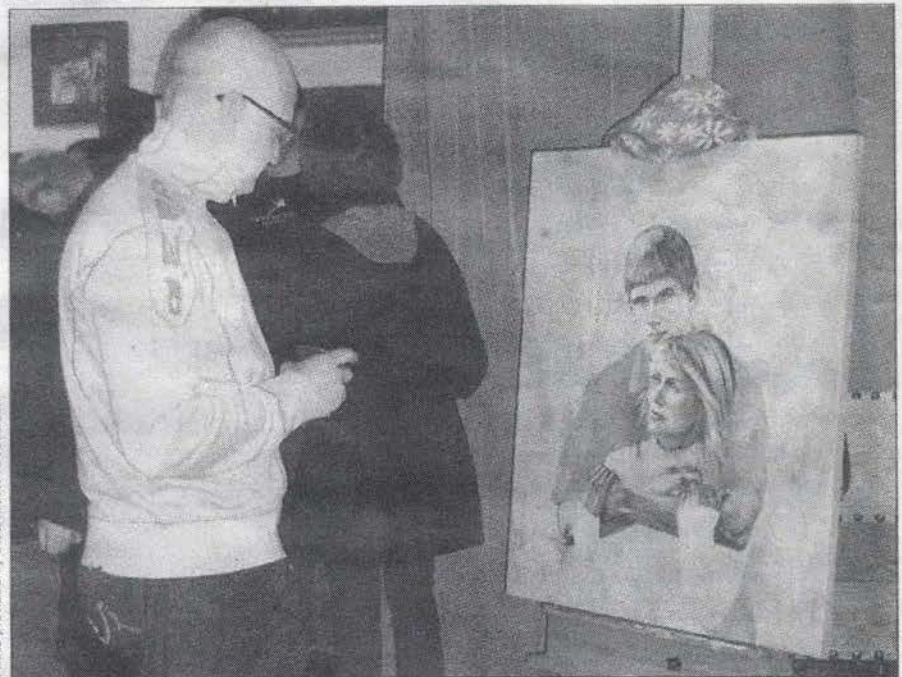


Photo provided by Stutz Artists Association

A patron views art by Constance Scopelitis, who has been a Stutz tenant for 17 years.



Membership Report

by Mike Barry, VP Membership

Please Welcome the following the new member to the Stutz Club:

761

Scott Shultz (welcome back to the club)

PMB 134 /PO Box 5000
Duvall WA 98010
Day Phone: (206) 380-5454
E-Mail: scotts@triplebcorp.com

1929 Stutz Blackhawk
Engine/Vin # 16918

#762

Lloyd Crawford
4701 E. Ocean Blvd
Long Beach CA 90803
Day Phone: (562) 438-4846
Associate Spouse: Debby Crawford

1929 Stutz Model M Cabriolet
Vin # M822SD35D
1931 Stutz DV 32 Cabriolet
Engine # DV32987
VIN # DV 461366

763

Robert Frankcom
Church Farms
Glanvilles Wootton
Sherborne Dorset DT95QE
United Kingdom
Day Phone: 01963210214
E-Mail : robertfrankcom@hotmail.com

Please make note of the following address changes:

#0063L

Kyle P Robinson
3053 Brown Mountain Rd
Whitewood VA 24657

#0345

John C Klein MD Inc
4343 N. Meridian St
Indianapolis In 46208-3569

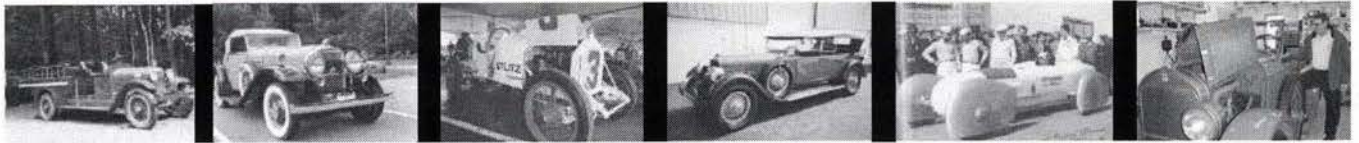
0378

Daniel W Oien
878 Buckskin Lane
Castle Rock CO 80108-9301

“PLEASE REMEMBER TO RENEW YOUR
MEMBERSHIP FOR 2008”
and

The Annual Stutz Club Hershey Dinner is at the
Holiday Inn Harrisburg East
4751 Lindle Rd Harrisburg Pa

Date OCT 9/08 starting at
7:00 pm Dinner at 7:30 pm.
Cost is \$30 per person.
Call 330-730-9498 for reservations



Treasurer's Report

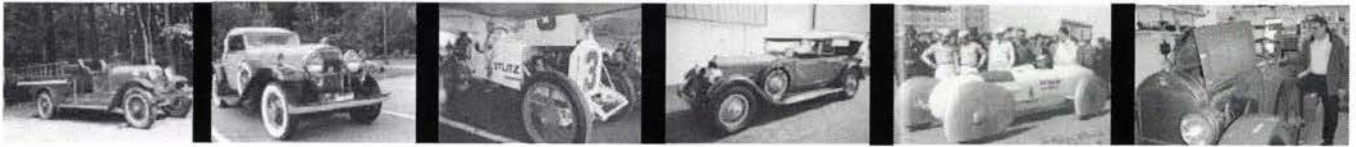
THE STUTZ CLUB
Treasurer's Report
For the Period from January 1, 2008 to June 30, 2008

Beginning Cash, Jan. 1, 2008: Oppenheimer Money Market	\$ 47,676.65
LaSalle/Bank of America	1,914.97
TOTAL	\$ 49,591.62
Receipts:	
Membership dues	\$ 8,100.00
Book sales	1,081.15
Money market interest	741.11
Newsletter advertising	520.00
Back issues newsletter sold	101.22
Total receipts	10,543.48
Total funds available	\$ 60,135.10
Disbursements:	
Archives rental	\$ 816.12
Newsletter	6,824.19
Webmaster	75.00
Book shipping expenses	138.22
Hershey dinner deposit	200.00
Bill Greer, misc.expenses	265.22
Total expenses	8,318.75
Period ending funds available, June 30, 2008:	
Oppenheimer Money Market	\$ 46,163.67
LaSalle/Bank of America	5,042.68
Deposit-in-transit to bank:	610.00
TOTAL	\$ 51,816.35

Note: Interest on money market funds is currently averaging about 3.2% per annum.

Respectfully submitted:

Dale K. Wells
Treasurer



Technical Notes

Old Cars, New SM Motor Oil-A Solution

By John Klein

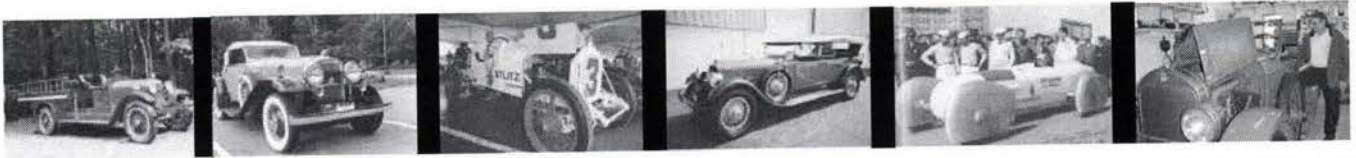
Normal engine wear is caused by contact between moving metal surfaces and corrosive wear of metal surfaces. Two engine design factors that limit such wear are the separation of metal parts by a lubricant film and protection of metal surfaces with chemical coatings. Engine oil or motor oil separates, cools, and cleans metal parts, reduces friction and controls rust and corrosion. Motor oil consists of base oil mixed with chemical additives. These additives include viscosity modifiers, cold flow improvers, detergents, dispersants, rust and corrosion inhibitors, anti-wear agents, oxidation inhibitors, and antifoam agents.

The American Petroleum Institute (API) engine oil classification system was set up as a joint effort by API, ASTM (American Society for Testing and Materials) and SAE (Society of Automotive Engineers) as a method of classifying engine oils. This letter classification system is a means of classifying engine oils by their performance characteristics, and relating this to their proposed type of service. It is an "open-ended" system, which allows for the addition of new designations with little change to existing ones. More information is available at www.unitedoil.com.

The automobile industry and the motor oil manufacturers designated the American Petroleum Institute (API) service category "SM" in late 2004. This SM category has 600 - 800 PPM (parts per million) ZDDP (zinc dialkyl dithio phosphate). ZDDP is an anti-scuff or anti-wear agent designed to act as a chemical interface to decrease wear on parts that experience high-pressure loads, such as between camshaft lobes and flat lifters. A reduced concentration of ZDDP is sufficient in new engines because these have roller valve lifters and at least in some cases lower valve spring pressure. The lower concentration of ZDDP increases catalytic converter life. CJ-4 is a new motor oil category for diesel engines and this has reduced ZDDP as well. The reduction in the ZDDP concentration can increase the engine friction and wear in our antique and classic cars.

The new API-SM oils are also designed to produce less drag on the moving parts of the piston engine to increase fleet gas mileage. This is accomplished by degrading the viscosity modifiers so that oil viscosity decreases within a relatively short time in use. As a consequence, this thinner oil (less viscous) creates more friction and wear. The API-SM oils also have less detergents and less capacity to neutralize acids formed as byproducts of combustion. These acid byproducts attack metal parts. There is some evidence from various reports, of damage to camshaft lobes and flat lifters caused by the current formulation of recent API-SM rated motor oils. But there is an alternative to the usage of API-SM motor oils.

Classic Car Motor Oil addresses the aforementioned concerns and more. Classic Car Motor Oil has been designed to meet the unique demands of vintage, preserved, restored, and classic automobile engines. Of primary importance, the oil contains preservatives to keep oil on the engine components even when the car is stored and not run frequently. Secondly, it has high ZDDP concentration (approximately 1600 ppm zinc as ZDDP) to protect valve train components. Third, the oil is formulated with detergents and dispersants to help keep your engine clean. Detergent oil is appropriate in engines with or without oil filters. It is ideal for collector cars and great for "newer" muscle cars, street rods, and cars currently on the road. Lastly, high-grade viscosity modifiers have been included in the formulation that do not significantly degrade with time or temperature. **Classic Car Motor Oil** is available *now* from the Indiana Region of the



Classic Car Club of America, and is close to being sanctioned as a national project by the Board of Directors of the CCCA.

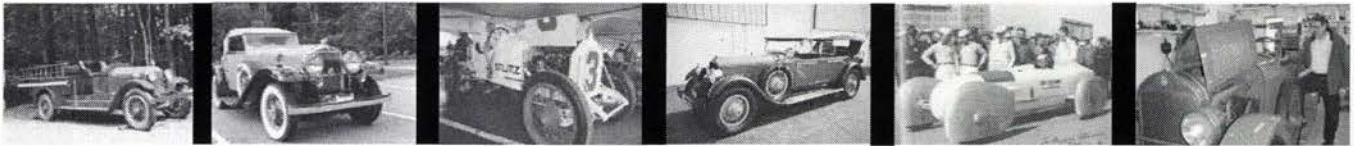
Classic Car Motor Oil is sold as a 15W-40 multi-grade viscosity motor oil for two primary reasons. It is thinner at start up and therefore more quickly flows to wear points. It is SAE40 at 212 degrees Fahrenheit and beyond (engine operating temperatures) and the viscosity does not decrease at higher temperatures, as much as a single grade SAE40.

With reports that currently available motor oils with the API-SM designation can cause extreme engine wear caused by many changes in the formulation of this oil, a new oil formulation has been researched and designed by DA Oil Company, Indianapolis Indiana to be more "friendly" for collector vehicle engines. This effort was the idea of Indiana Region member Michael Mereness of Cincinnati, Ohio who researched and brought the proposal of formulating this new oil to the author who was at the time in charge of Projects for the Indiana Region of the CCCA. The product is the end result of collaboration of the Oil Committee of the Indiana Region of the CCCA with DA Oil Company chemists and technicians. **Classic Car Motor Oil** provides adequate preservatives, detergents and dirt catching dispersants and higher concentrations of ZDDP to reduce engine wear, especially in the area of camshaft lobe to lifter friction. The Indiana Region of the Classic Car Club of America can provide **Classic Car Motor Oil**. This oil can help to minimize internal engine wear.

Classic Car Motor Oil may be purchased through www.ClassicCarMotorOil.com or 317-225-0040.

Ed's Note: Member John C. Klein, MD (No. 345) recommends Classic Car Motor Oil for our Stutz cars.





President's Message

THE STUTZ CENTENARY 1911/2011 OUR PLANS

In 2005 at the Mount Washington "Grand Stutz" plans for our Centenary event were considered in detail between myself, George Holman and Jay Greer. The hill climb was closed because of the wet weather and we had to do something to occupy our minds. Jay was convinced that we would be well received in Indianapolis for our Centenary Event. The Stutz factories and houses are important landmarks, and member Turner Woodward, the owner of the main Stutz factory building, now classified as the Stutz Business Centre and Stutz Tower, would be of enormous benefit to such an event by virtue of his organizational skills.

George of course has considerable personal knowledge of motor racing in the USA and a long history of association with the CCCA and Pebble Beach concourse. For my own part, I have enjoyed over 20 years happy association with 8 cylinder Stutz automobiles in both owning and driving two of the surviving 5 English Stutz coach built cars. I have also had some 8 years of enjoyment racing our Le Mans and Pikes Peak cars all over Europe and the USA.

Much to interest all of you is currently being planned with our prime purpose of these events to show the world our Stutz Heritage. There are so many things of importance to Stutz owners in Indianapolis, the Stutz factories where both Stutz and HCS vehicles were produced still exist. They are wonderfully well preserved buildings and their current owners are to be congratulated on this achievement. The internationally famous Indianapolis Motor Speedway, where many of our cars were run in and test driven, will be accessible to us.

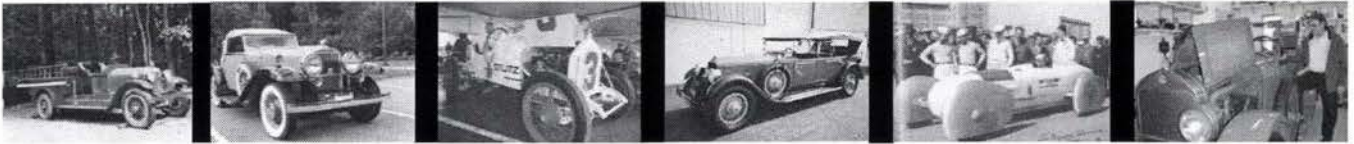
Consideration is being given to spread our Centenary over a 2 year period with Indianapolis in 2010 and Pebble Beach/Laguna Seca in 2011. The Indianapolis Motor Speedway will be celebrating its Centennial Era in 2010 and they are planning a significant event that Stutz will be a major participant. Discussions with the Speedway are currently taking place to re-enact the Stutz/Hispano wager. This charity wager will likely take place in association with other events at the Speedway in June/July of 2010.

Yet further thoughts are being given to a Grand Stutz at Hickory Corners in June, 2011 and racing at Lime Rock and Elkart Lake, so much is being considered for the enjoyment of us all, please make a note in your diaries in particular June 2010, and June and August of 2011.

With Kindest Regards.

Yours sincerely,

NORMAN C BARRS
PRESIDENT – THE STUTZ CLUB



Letters to the Editor

From: Arnie C. "Chic" Postier, Jr. (No. 64),

Kennesaw, GA

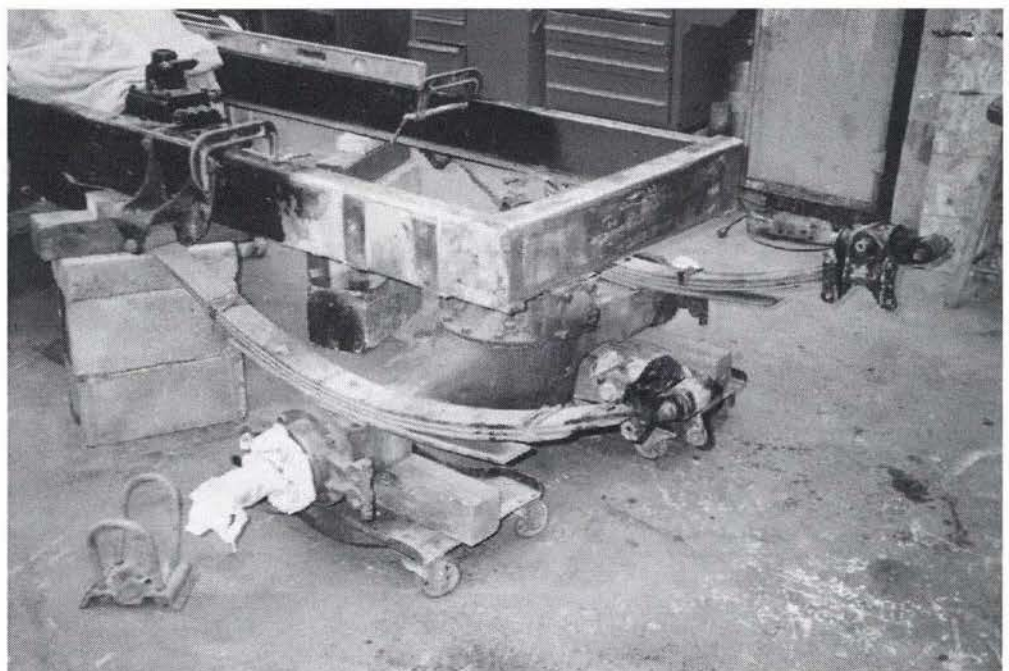
Date: July 6, 2008

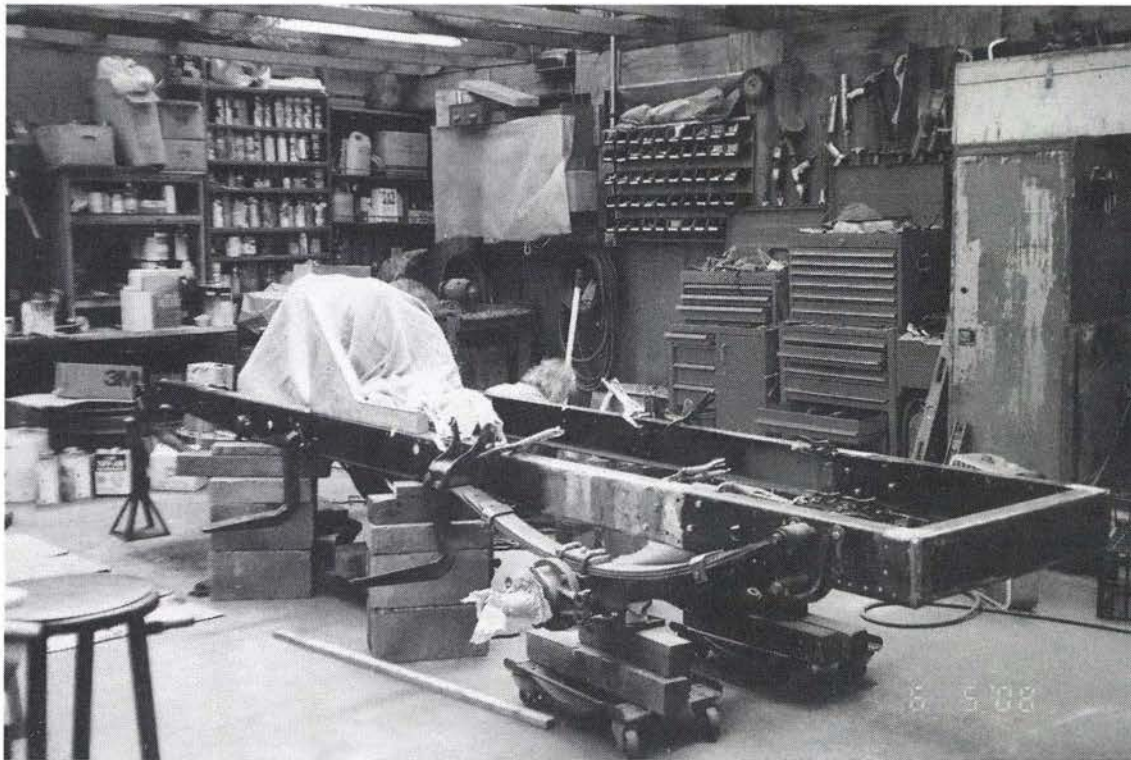
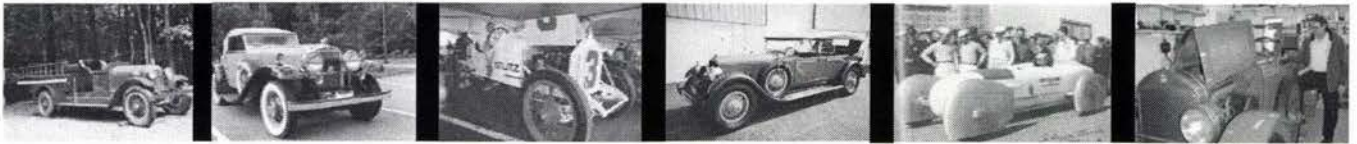
both Baby Stutz's but only one at a time, ha, ha.

Below: My new baby Stutz fire engine.

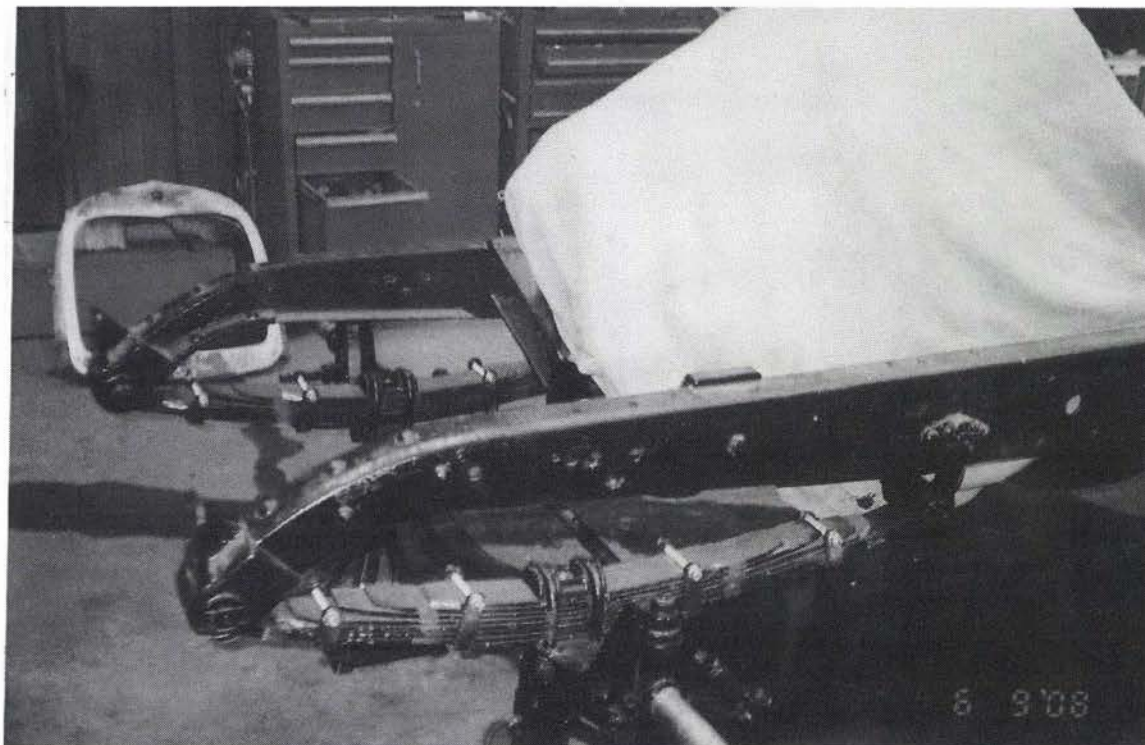
Thanks for the terrific write-up in the April - June 08 Stutz News. I have already had one Stutz member, Gail F. Moulton Jr. (No. 635 of Trona, CA, Ed.) drop me a note and offer any assistance he can. He is also working on a Baby pumper and from the four photos he sent with his note, it is the same as mine.

Since I last contacted you, I have purchased and received an almost complete Baby Stutz fire engine (photos encl.) All that is missing is the pump apparatus and that was removed many years ago by a previous owner to be used for irrigation purposes. It is in good running order and I was hoping I could obtain the Mfg. part number from the starter so I could look for a starter that is missing from my first Baby Stutz. The part number information is located on the starter dust cover and has been replaced with a different cover on this starter. At least for now, I can operate



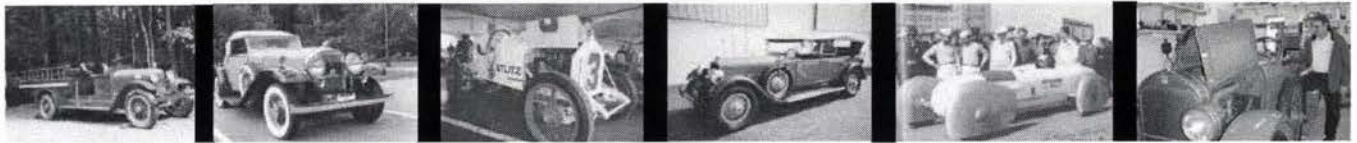


The frame was extended to receive rear springs which had been eliminated during conversion to a tractor.



The Baby Stutz (tractor) has now had the frame extended, note the photos and the chassis lowered by reversing the leaves of the springs. It is coming along nicely.

As of now, I have not had any offers to visit and see the Model K Stutz Bearcat made from a Baby Stutz fire engine. Hopefully the present owner will contact me or one of our Stutz Nuts will ADVISE ME HOW AND WHERE I can see the Model K Speedster.



From: Keith Marvin, (No. 79H), Richmond, CA

Date: June 15, 2008

Many thanks for your good letter of the 7th which arrived last week; and also for the nice birthday card which I have added as a decoration to the large desk in the drawing room. It was so good to send it but I can't imagine you knew when the birthday was.

I still have a few days to go before it arrives and I can find out whether 84 is different or seems to be different. It appears that I'm a year older than you are and know that 83 is about the same as 82 was. Great! Actually, age is more a frame of mind which hopefully we manage to enjoy year after year but in my own case it will hopefully keep on going. My dad was a month away from his 92nd when he passed away and mother made it to 93 or 94 and both enjoyed pleasant, busy and fascinating lives. I hope you and your good wife may do likewise.

I was concerned about your weather as Indiana has had a rough time of this and that this year. We have been plagued by a number of rather serious brush fires and a number of homes have burned to the ground as a result. As a matter of fact about 100 persons - both firefighters and citizens are battling the blaze north of here at this moment on a brush fire which has been ravaging an area near Santa Cruz Mountain area.

But I'm glad to know you are okay and that cyclone missed your house, although it didn't miss by much. Can your Japanese style pagoda be repaired? It is sad too about the loss of the trees.

My dad made it a point that on picnics and such if he saw a small youngster of a tree which interested him, and on property which wasn't owned privately he would take it, bring it home, nurse it into a healthy development with the result that the yard was a curious variety of trees here and there but natural artistry made the yard truly outstanding.

The one thing the panorama of trees needed were trees which had a habit of bending in a strong breeze or wind and thus he bought a number of poplars which

he put at the end of the rear fence, thereby covering most of the fence and doing what poplars do...wave majestically in the breeze.

This came to an inglorious end in the severe hurricane which hit the New England and Upper New York State area in September 1938. I was only 14 at the time but can never forget dad's expression as his poplars snapped and fell. The storm did terrible damage to our area, did worse damage through Vermont and the most damage to the city of New London, Connecticut!

In addition, one of the smaller elms fell into one of mother's flower beds and into a neighbor's yard leaving about a half of the tree on both properties.

It worked out nicely though. We cut up part of the tree which fell in our yard and the neighbor cut up his half. It was subsequently used as fireplace wood and it paid off because the neighbor gave us his pile and for a good reason...his house had no working fireplaces!

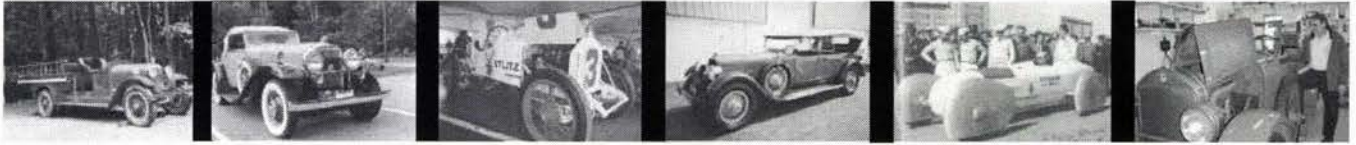
In going through some papers a few days ago I found a copy of the soft cover book I wrote in 1962, "Automobile Wasp." My original intent was to use the basic design in typeset form but I didn't get that far with the plan.

Id lost my wife a year earlier and had been working on it [the way it eventually came out] so it wasn't typeset and would remain in typed form [by me.]

The book had 84 pages and told the story of the Wasp automobile which was built in Bennington, Vermont between the summer of 1919 and into 1935 when the last car was just getting started and the prospective customer who had ordered it died and the order was cancelled.

I was more than 'just' lucky that Peter Helck was a close friend and who was kind enough to create the sketch for the cover and again lucky that the book's forward was written by Lord Montagu of Beaulieu!

[The fifth paragraph above isn't clear. What I meant to note was that following Dorothy's passing I was busy with a job to keep, a big house to manage, a lawn to mow, two young boys and a daughter to keep after and time was at a premium. I was very fortunate to have a good deal of help but time was not as readily available as it had been.]



The book was a success in any case. I sold most of them and Floyd Clymer sold another batch of them.

I'm sending you this copy, Bill, as I know you will find it of interest. It deals with your kind of car... an independent machine of distinction and different enough to be admired by viewers but without eccentricity. Hank Dodge who built the final Wasp using the original blueprints, lent me the Wasp on several occasions. I took it on the 1963 Glidden Tour with my second wife and in 1982, accompanied by Gene Koche of the Bennington Museum flew out to Dearborn where the Wasp was on display at an outdoor meet and drove it back to Bennington for the Bennington antique car gathering. Not long afterward Mr. Dodge presented the car to the Bennington Museum where it reposes in its own gallery with the dignity it deserves.

In any case, add this to your automotive library. It makes an unusual read if you're looking for something from the '20s and like the unusual ones!

I should mention one other interesting thing.

Your probably knew Charlie Betts, one of the most active members of the AACA for many years and also active in the Society of Automotive Historians who passed away in 1997. His widow gave me a non-automotive oil painting by Peter which I was really happy to have and have it still among my things which are in storage in Las Vegas. I don't know how deeply Peter was outside of the things he loved the most and of which automobiles and locomotives come to mind.

It is a scene of the Cornish Coast which he painted in 1923 and it is a really beautiful work. He painted this during the period he spent in England during [I think] 1922 and 1923 while studying with the brilliant British artist Sir Frank Brangwyn.

I know of the picture showing Tony Kovelaski and Peter with Jerry Helck in the following car. Anyone who had ever been to Boston Commons would recognize the background, I'm sure.

Peter LOVED locomotives and loved to sketch them, preferably in a driving rain. I remember talking with him about this and about then he really surprised me. He illustrated some event depicting a modern car coming down a street in a pelting rain with a locomotive running along the tracks of a railroad to the left. It must

have been a year or two later that I happened to notice the story in the magazine which published whatever the subject was about. And then I noticed the license plate on the front of the car number NYP-694 which was my own number [the NYP used on a series of plates used by working newspaper reporters and photographers in New York, Connecticut and New Jersey primarily for New York City newspapers.] Peter was like that frequently including personal touches in much of his artistic output.

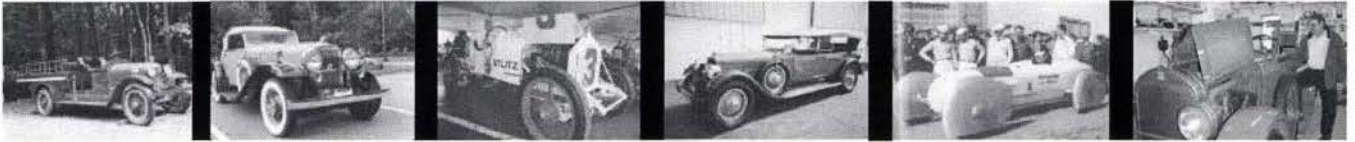
Bill...that's about 'it' for the moment but I really am relieved to know that the tornado missed your house but 'just' missed it by a hair!

Again, many thanks for the birthday card which is much appreciated.

And best wishes, of course.

Cheers

P.P.S. Incidentally, the Stutz Club mailing list has my name down as "Keith H. Marvin" but I don't know how the initial "H" crept in. It doesn't bother me at all but I'm a 'single name guy.'

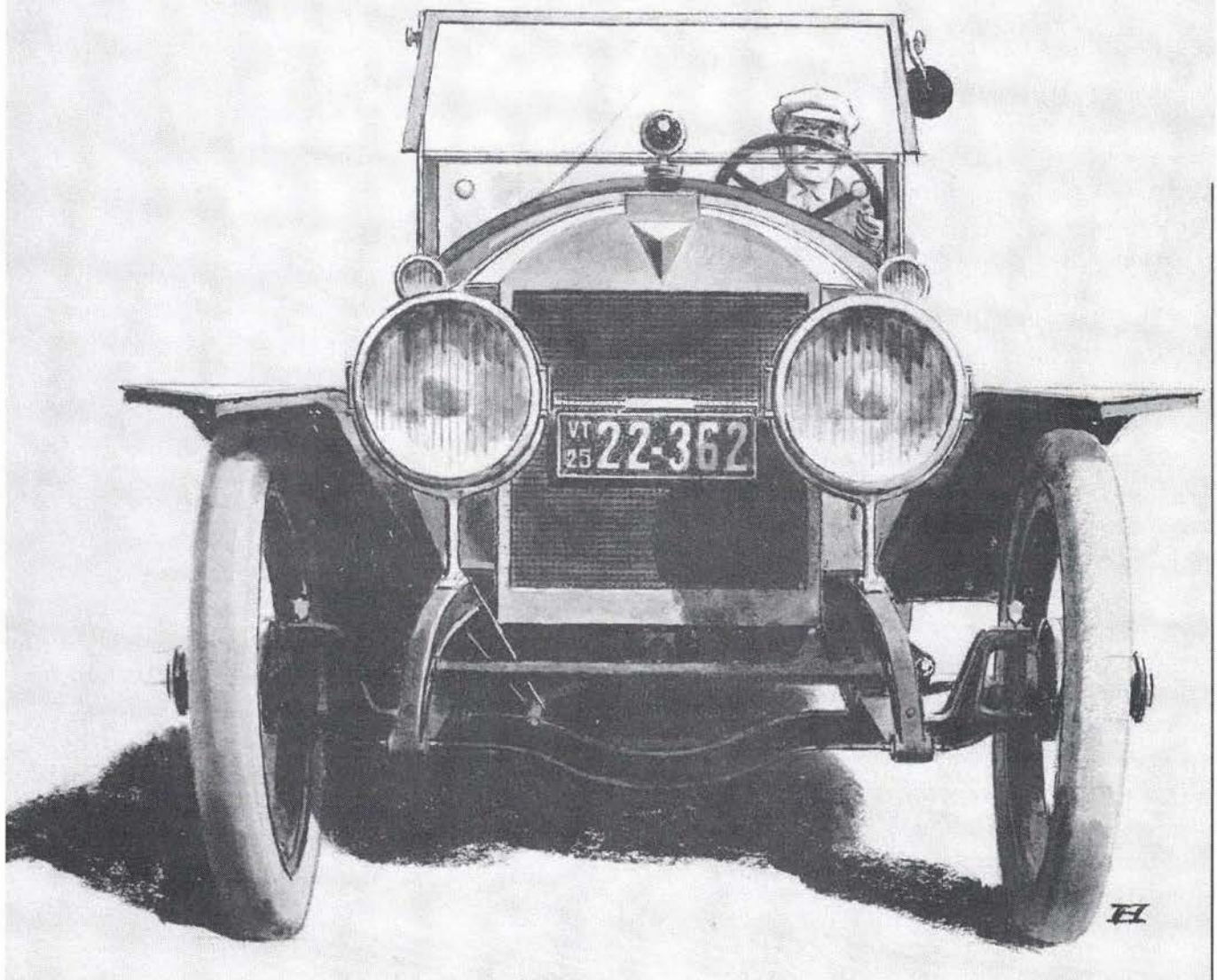


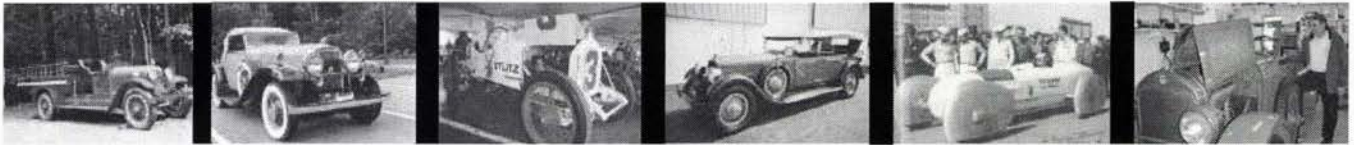
“Automobiles Wasp”

\$3.00

By Keith Marvin

A history of the Wasp motor car, its builder, the late
Karl H. Martin and the Martin-Wasp Corporation.





From: Ced Pearce, (No. 18) Johannesburg, South Africa

Date: July 2, 2008

Bill -

Just a short note to say that I think the April - June 2008 issue of Stutz News is really outstanding. You do an excellent job with each issue, but you have excelled yourself this time with very interesting articles covering a wide range of subjects - Frank Lockhart, Weymann bodies, Stutz blowers, lady race drivers - to mention a few.

I always look forward to receiving the News and really appreciate the work you must put into the publication.

From: Your Editor

Date: July 6, 2008

Ced -

On a more personal note, I truly appreciate your nice comments of July 2nd. Great to hear from you! How about some inputs on what you are experiencing there in Johannesburg that would be of interest to Stutz Club members?

Hope to hear more from you. With best regards.

From Ced Pearce, Johannesburg, South Africa

Date: Monday, July 7, 2008

Bill -

Well I would love to pass on Stutz news from South Africa, but alas I am pretty sure that my '29 is the only Stutz left in this country. There was another one here of the early/mid twenties owned by an Australian, but he apparently took it back there when he returned home. Years back I located parts of a 4 cylinder Stutz engine that someone had stored in the attic for decades, but no other bits ever surfaced. There was also a Weymann-bodied sedan that got destroyed in a wildfire some years back, but I never found out what happened to the remains.

I have recently completed restoration of a 1913 Hupmobile tourer, and am pretty far with a 1936 Ford Roadster, and still debugging a 1937 Cord Deluxe Berline, said to be the only right hand drive one made in this style.

From: Thomas A. Cox (No. 78), Richmond, VA

Date: June 26, 2008

A friend who is a computer wizard found an answer to one of our inquiries published in the previous issue of Stutz News, No. 84, p. 28.

The print out of the Kruse International Auction Results/Auburn, IN 1999/Stutz/ Lot No. 1463 provides the following information:

1974 Stutz Blackhawk Evil Knievel

Sold: \$31,000 Condition: 85

"Belonged to Evil Knievel - also comes with his leather coat! Been in several movies, comes with video. All documents. This is the car he bought when he attempted to jump the Grand Canyon.

Engine V-8

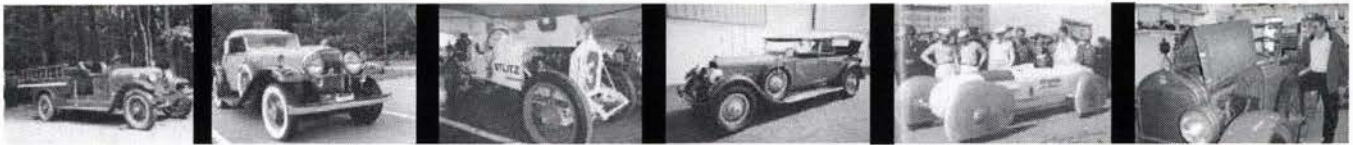
Exterior and Interior color - Blue

From: Thomas J. Kinney (No. 392), Speedway, IN

Date: May 7, 2008

I'm so glad you enjoyed my last mailing. Since you enjoyed the Frontenac story so much, I'm sending you the rest of the chapter, also the chapter on Louis Chevrolet. Please note the photo of the Stutz-Frontenac engine on page 60. It was an aluminum SOHC engine with chain drive for the cam, a very advanced passenger car engine for that time. (see photo on page 27 of Stutz News No. 84. Ed.)

Thanks so much for the Stutz News, No. 77. I enjoyed the Wizard Smith article. There was one glaring error in the background on page 6. Obviously, Harry C. Stutz did not finance Frank Lockhart's Land Speed Record car, having been forced out of his company almost a decade earlier. I include a picture showing the hideous add-on radiator which can only be described as incredibly ugly and not the least bit helpful aerodynamically. Furthermore, it would have blocked part of his forward vision! Another photo shows the monstrous Triplex, also mentioned in the article. John Ryder has earlier submitted a photo of Kaye Don's very impressive looking, but trouble plagued and unsuccessful Sunbeam.



The back cover of No. 77 has an ad saluting the White Squadron's impressive 1-2 finish in the 350 mile race at Sheepshead Bay. Both cars averaged over 100 mph for the long distance race, a very impressive feat for that era. Sheepshead Bay was a magnificent 2-mile board track near the south shore of Brooklyn.

Needless to say, a 2 mile board track would have taken at least a gazillion board feet of lumber. It also had a steel subframe, a very unusual feature for a board track, which were almost always entirely wood. It should be noted that the racing events were very successful while at the same time the track owner's personal life was in a steep downward spiral with gambling, alcoholism and a very messy divorce. After the owner's death, it was discovered that his estate was far smaller than what was generally believed. The executor of the estate wasted no time scape-goating the track as the reason for the financial woes in an attempt save the rapidly declining reputation of the owner.

The result was the racing world lost a very fine facility. I found several photos from Sheepshead Bay in a book and am sending you a copy. There was also a nice photo of Frank Lockhart in the Black Hawk at Daytona Beach in the same book.

Glad you liked the Lockhart article I wrote for the National Indy 500 Collector Club. They have a web site at NI500CC.com.

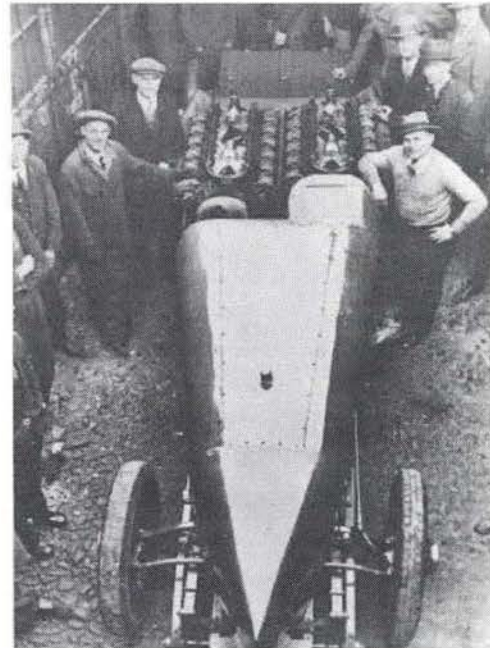
Feel free to use anything you think the membership might like. One small correction in your letter; Lockhart's birthday was March 8, so he did indeed turn 25 before his death April 25, 1928. I'm sending you a copy of a letter I recently received from a man in Walla Walla, WA asking for info on the Schacht automobile. I was able to get some photos for him from the Indianapolis Motor Speedway photo shop. Quite honestly, I'd never heard of the car before. I was wondering if you knew anything about the car or company or had any kind of info about it?

Sorry I took so long to respond to your letter. It's always great to hear from you Bill!

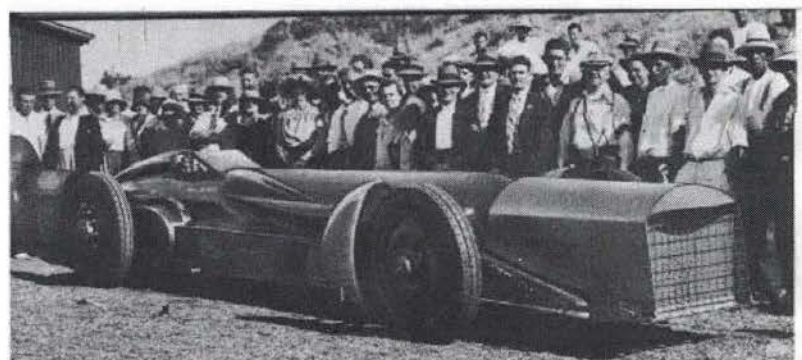
PS. I just noticed another error in No. 77 page 6. The Blackhawk didn't have a common crankshaft for the 2 Miller engines.

JM White's 81-litre, 36 cylinder three-engined Triplex with which Ray Keech took the land speed record from Campbell at a speed of 207.552 mph on Daytona beach in April 1928.

Both photos from Land Speed Record by Cyril Posthumus, Crown Publishers, Inc. 1972



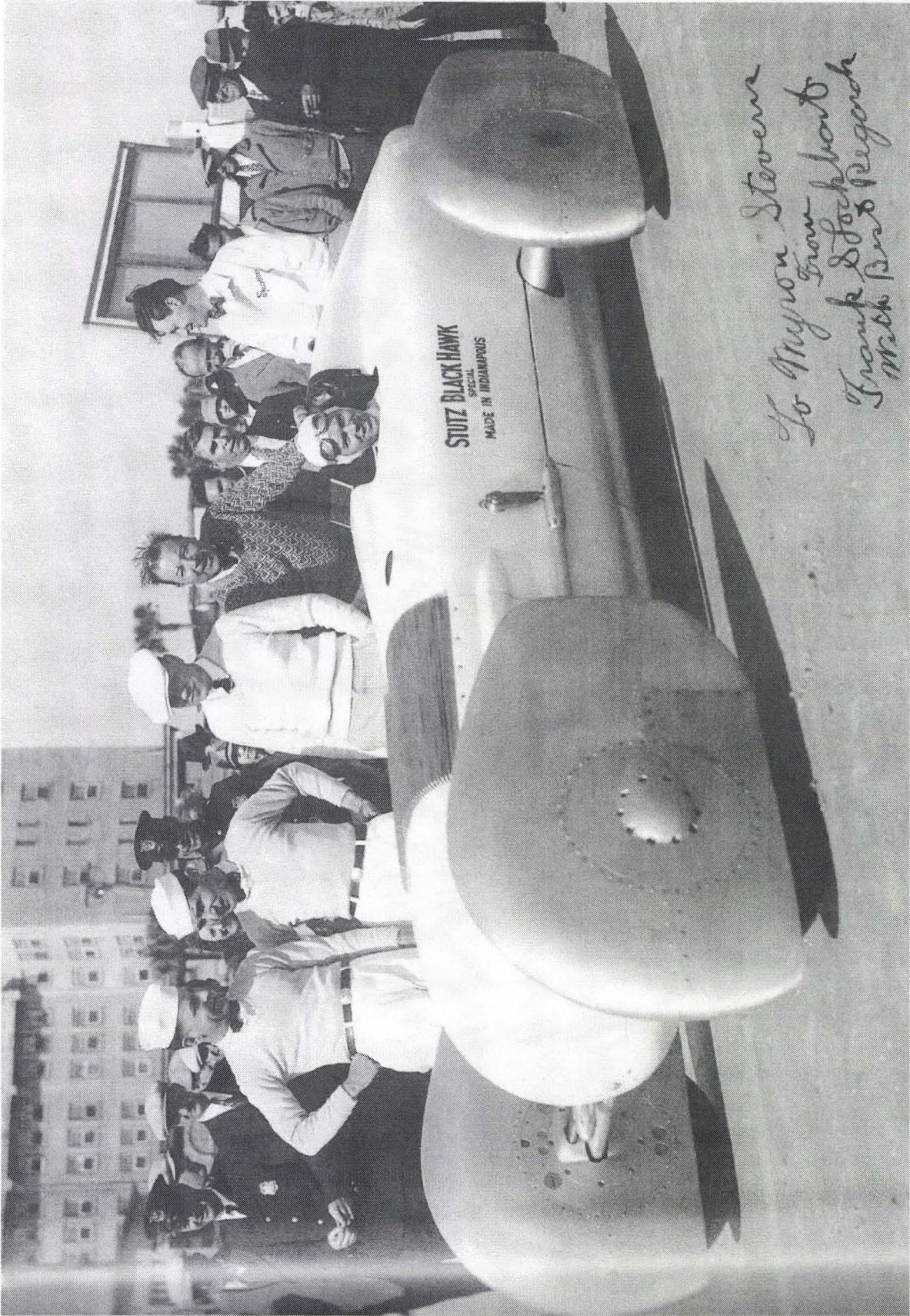
The Fred H. Stewart Enterprise with which the Australian driver Norman "Wizard" Smith aspired to take the land speed record on Ninety Mile Beach, North Island, New Zealand, in 1931-2. The huge unsightly radiator was fitted after early cooling troubles. Problems with the course and the car denied Smith the record, though he set a world 10-mile record at 164.084 mph



Mechanics Jimmy Lee &
Jean Marcenac in sailor hats

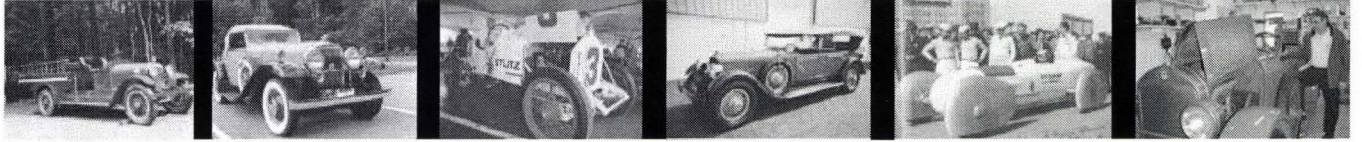
Bill Sturm in
white cap

Ray Spindler in
White coveralls



Hard Driving Men by Dick Wallen, Ben Franklin Press, 2007

L. Lockhart sits in the Stutz Blackhawk at Dayton Beach in 1928, Frank was fatally injured April 25, 1928. He was traveling at over 200 mph when his right rear blen, the car tumbled, throwing him out. Myron Stevens built the body for the Blackhawk. Note the GE Refrigerator in the background behind the Blackhawk, used to hold the ice for the cooling tank of the Blackhawk. Also the back of the large sign proclaiming the same fact.





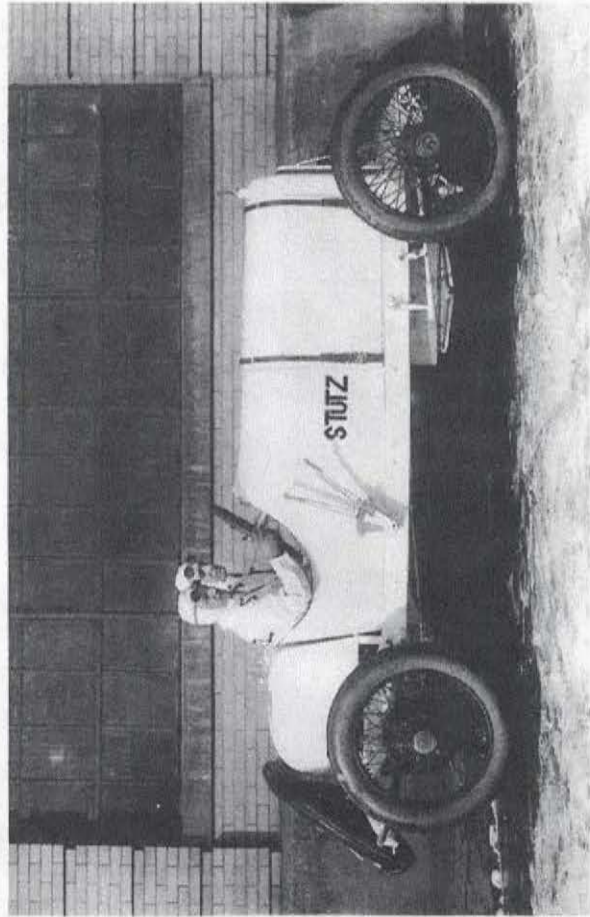
Gil Anderson

Top Left: Gil Anderson won the first race at Sheepshhead Bay, on October 9, 1915. - DWC

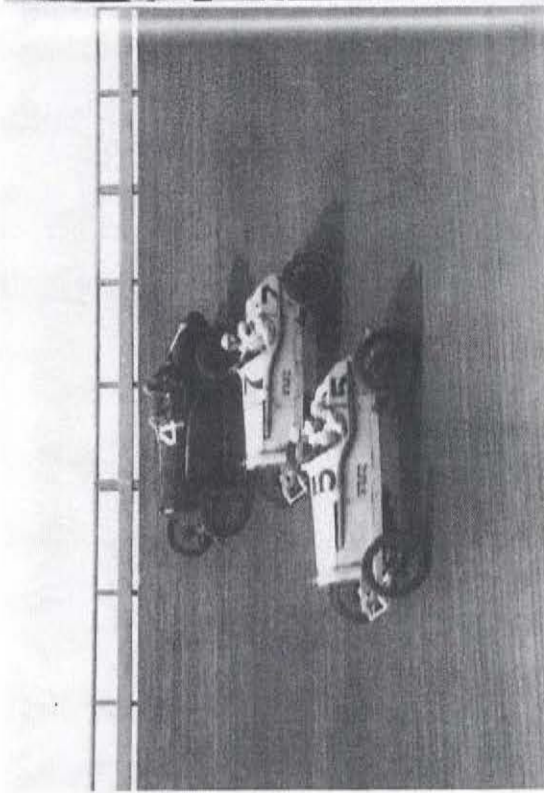


Top Middle: Official badge issued to Vincent Astor, sponsor of the Astor Cup. - DWC

Bottom Left: Gil Anderson poses with riding mechanic Tom Rooney, both drivers on the same Stutz team. - DWC

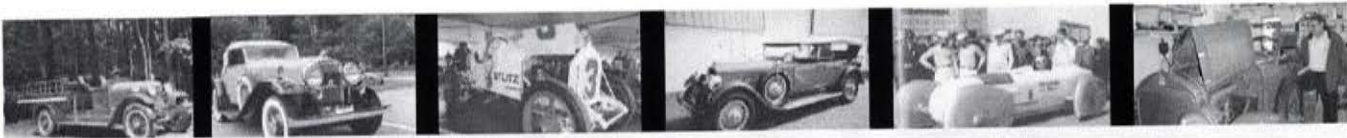
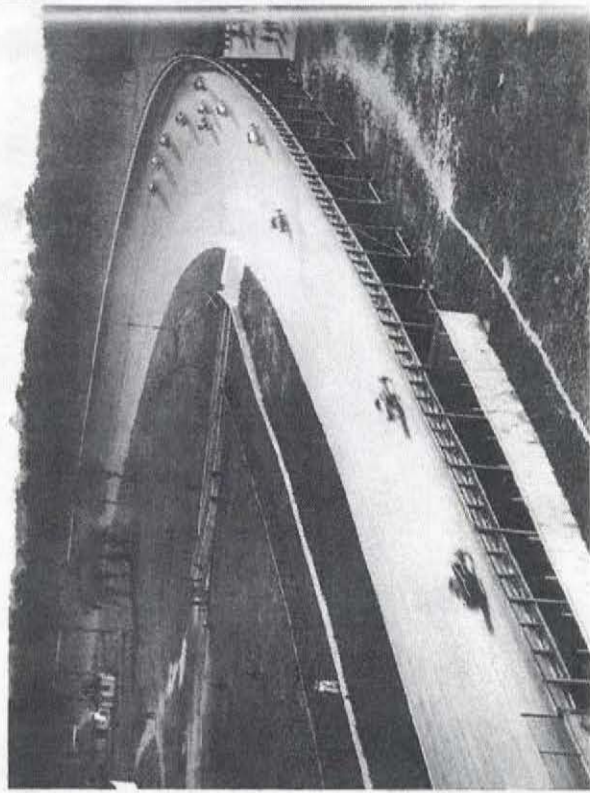


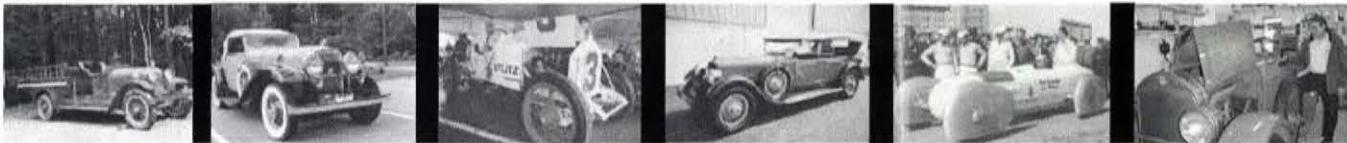
Hard Driving Men by Dick Wallen, Ben Franklin Press, 2007



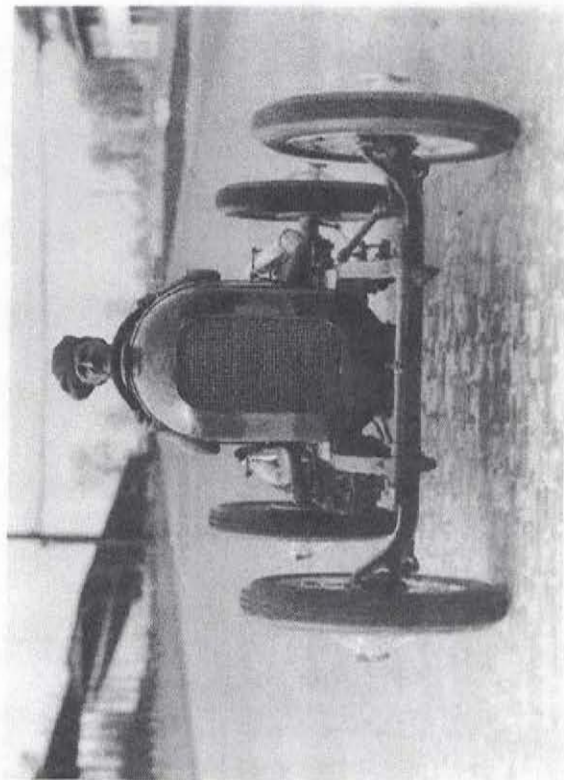
Top Right: Gil Anderson, No. 5, leads Tom Rooney, No. 7, Bob Burman holds third in No. 4. Anderson won the race on October 19, 1915. It was the inaugural race at Sheepshhead Bay. - DWC

Bottom Right: South end turn, Sheepshhead Bay two mile board track. - DWC

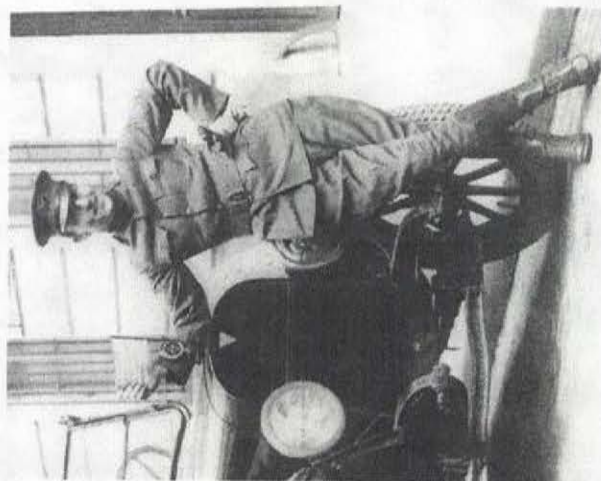




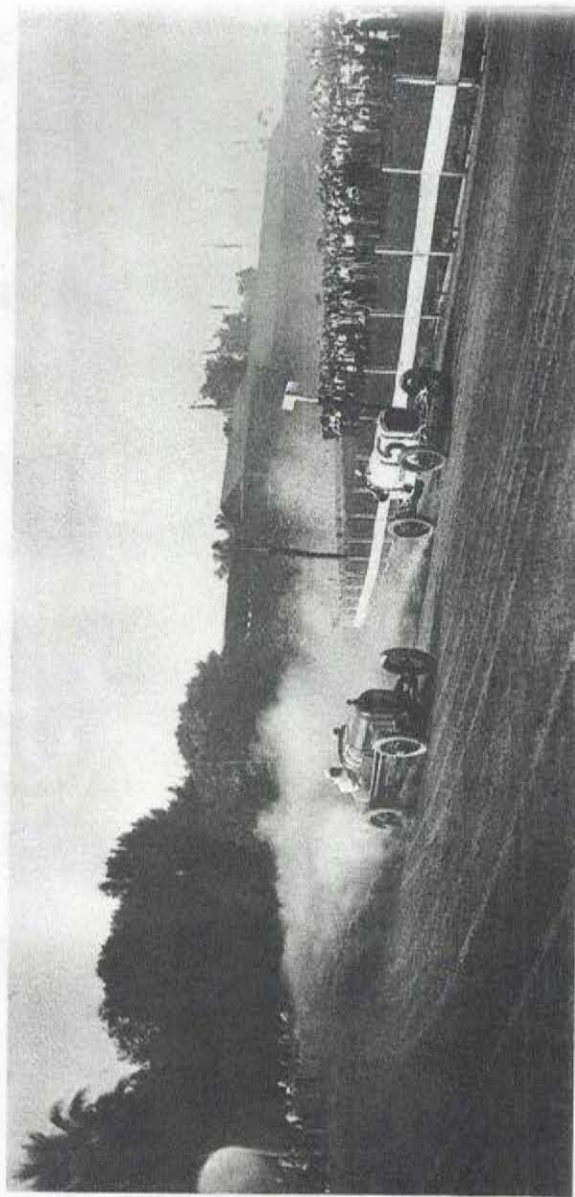
Top Left: Stutz drivers pose for a photograph at Minneapolis September 4, 1915.
 Left: A.F. Scott, John Aitken, Tom Rooney, Reeves Dutton, Earl Cooper, Harry Stutz
 and Gil Anderson. - DWC



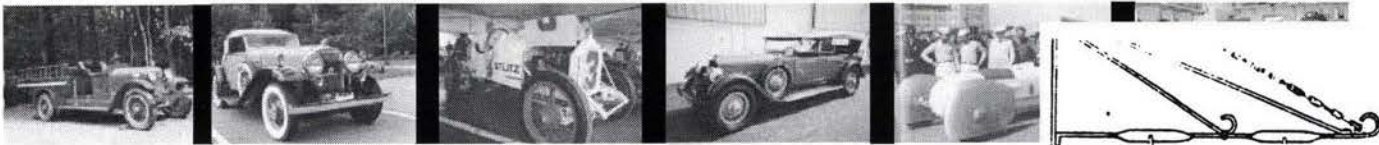
Top Right: Louis Chevrolet poses in the Cornelian at Indianapolis in 1911
WARREN
SCHUBEL - FRONTENAC 1923
 - DWC



Bottom Left: Eddie Rickenbacker, Ace of Aces, WWI. - DWC



Bottom Right: Earl Cooper leads A.H. Patterson in a 25 mile match race at Fresno, September
 1917. Cooper won the race. - DWC



Classifieds

Ron Daleo (non-member)
 2574 S. Bundy Dr.
 Los Angeles, CA 90064
 Tel: 310-393-8912

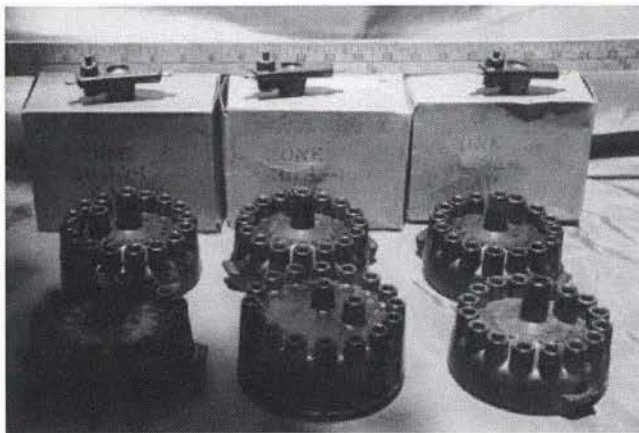
FOR SALE

From ex-member Robert J. Gottlieb Estate #3832-1
 NOS

Three SV-16 (see photo) distributor caps with Rotor in
 Box - \$500 each plus shipping

Three SV-16 Distributor Caps NOS - \$300 each plus
 shipping

All at \$2000 or best offer



H. DeWayne Ashmead
 304 S. Mountain Rd.
 Fruit Heights, Utah 84037
 dashmead@albionminerals.com

WANTED

Fedco plate for 1928 Stutz, to purchase or duplicate
 original.

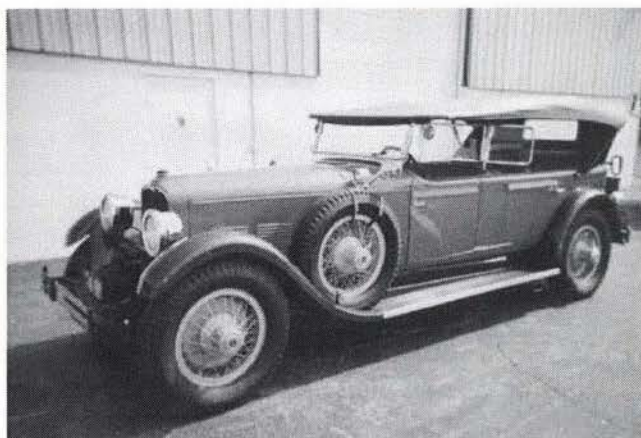
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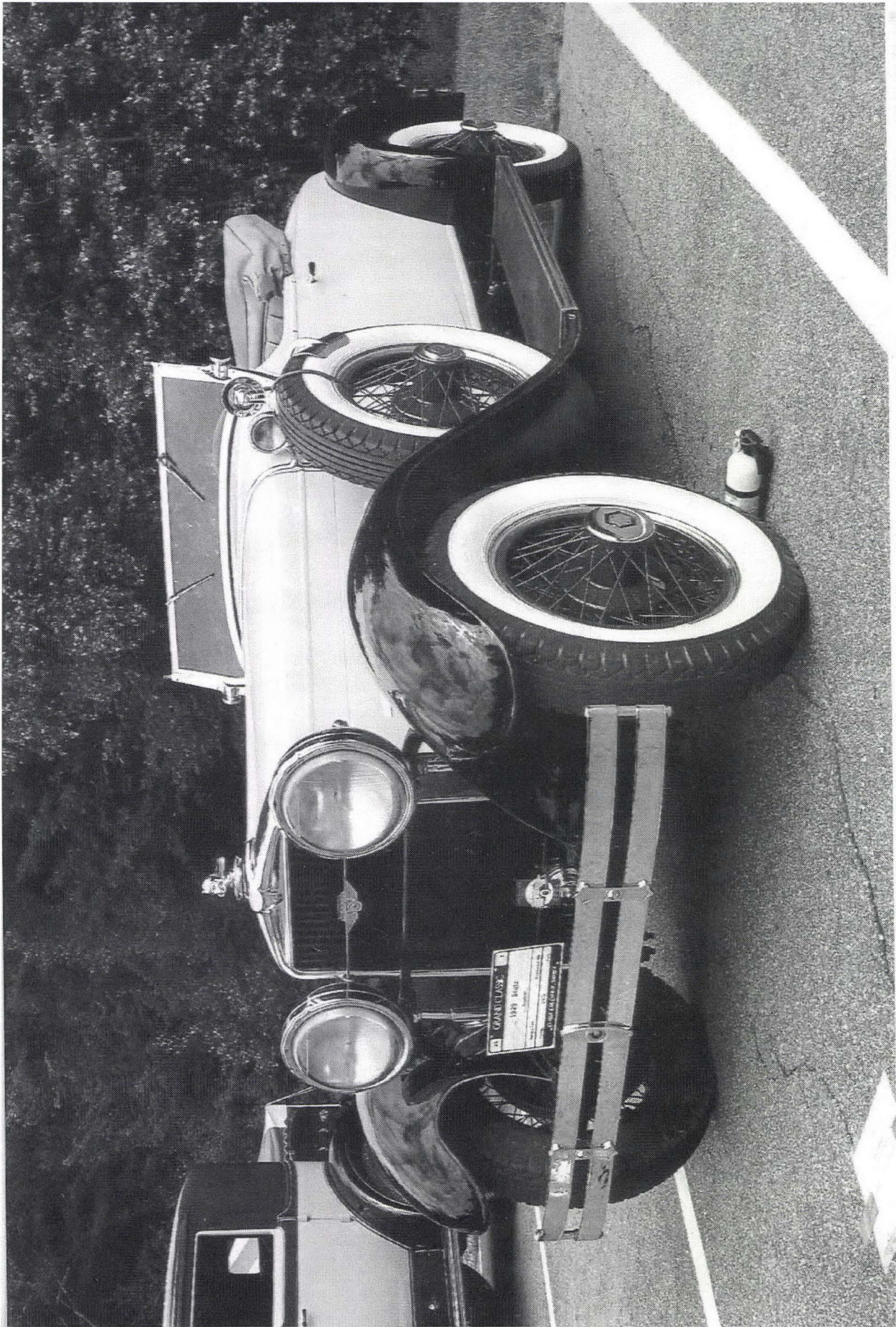


BC Pollard (No. 112)
 48215 West Road
 Wixom, Michigan 48393
 248-762-0350

FOR SALE

1926 Stutz 8 cyl. OHC 7 pass
 Hyd. brakes
 vacuum turn signals
 Protex (wire embedded factory) safety glass
 RA radiator cap
 Aluminum bodied, folding windshield,
 28,700 miles from new.
 Titled to Grace Kelly
 \$175,000





Sandra and John Lee (Members No. 448) entered their 1929 Stutz "M" LeBaron Speedster in Touring Class early and it scored 91 points for "First in Class" at the CCCA Grand Classic held July 9 - 12, 2008 in New Hampshire White Mountains.